Webinar

Mobility and Access: Infrastructure and Land Use Exchange

Date: June 16, 2022

00:00:04 --> 00:00:07:	Well, well, thank you so much for joining today we're
00:00:07 --> 00:00:12:	we're. I'm Paul Angelo and we the Curtis Infrastructure initiative.
00:00:12 --> 00:00:15:	And as we kind of get rolling here, there's a
00:00:15 --> 00:00:19:	chat feature so I'd love it. If you you started
00:00:19 --> 00:00:23:	putting your name into the chat and where you're from
00:00:23 --> 00:00:26:	so people can get a sense of actually where you're
00:00:26 --> 00:00:30:	located and say hi and this is something that will
00:00:30 --> 00:00:32:	be turned on throughout.
00:00:32 --> 00:00:36:	The presentation today, but this really is the third series
00:00:36 --> 00:00:40:	of a meeting series of meetings really intended to bring
00:00:40 --> 00:00:45:	together you a line members. You alive, staff, global experts,
00:00:45 --> 00:00:50:	and other participants to talk about infrastructure, investment and the
00:00:50 --> 00:00:51:	format really is.
00:00:51 --> 00:00:53:	Intended to be a fun and.
00:00:53 --> 00:00:56:	Hopefully joyful way to have a conversation in this virtual
00:00:57 --> 00:01:00:	environment that we're we're mostly living in at this point,
00:01:00 --> 00:01:02:	and there will be initial.
00:01:02 --> 00:01:06:	Presentation by two really outstanding speakers here at the donning
00:01:07 --> 00:01:10:	and Yvonne Young and followed by a moderated conversation led
00:01:10 --> 00:01:13:	by a Brandon Palanker who you can all see with
00:01:13 --> 00:01:17:	their videos on right now, and I really encourage you
00:01:17 --> 00:01:20:	all to join the conversation. And so initially in the
00:01:20 --> 00:01:24:	phone call we're going to have the speakers with just
00:01:24 --> 00:01:27:	their their video on, but as they kind of wrap
00:01:27 --> 00:01:30:	up their initial comments going to allow for everyone to
00:01:30 --> 00:01:32:	be able to turn on the videos.

00:01:32 --> 00:01:35:	They like to speak as well as also throughout the
00:01:35 --> 00:01:39:	entire conversation. You're you're able to use the chat function
00:01:39 --> 00:01:43:	throughout this, but for those of you that don't know
00:01:43 --> 00:01:47:	the Curtis Infrastructure initiative was logged in 2020 through a
00:01:47 --> 00:01:50:	generous donation by the state of Jim Curtis Aulos, trustee,
00:01:50 --> 00:01:54:	who believed that infrastructure and land use processes shape how
00:01:55 --> 00:01:57:	we live, how we work and how we move goods
00:01:57 --> 00:02:01:	and services. This understanding of the link connecting real estate
00:02:01 --> 00:02:02:	development.
00:02:02 --> 00:02:06:	Venues and infrastructure investment drives the focus of this initiative
00:02:06 --> 00:02:09:	on building capacity and communities across the United States and
00:02:09 --> 00:02:13:	the globe to create more equitable and resilient infrastructure investments
00:02:13 --> 00:02:16:	that enhance long term community value. To accomplish this, we
00:02:16 --> 00:02:19:	aim to build a movement of which you're all participants
00:02:19 --> 00:02:22:	that grows the tables and creates new ones through global
00:02:22 --> 00:02:26:	and strategic partnerships, provides technical assistance and capacity building at
00:02:26 --> 00:02:29:	the local level and then acts as a feedback loop
00:02:29 --> 00:02:32:	to promote the most innovative and effective best practices.
00:02:32 --> 00:02:35:	But really, one of our main goals is to break
00:02:35 --> 00:02:38:	down a lot of the silos that exist within the
00:02:38 --> 00:02:42:	infrastructure world and based on a yulie Global Member survey
00:02:42 --> 00:02:46:	that we had events and conversations like this one District
00:02:46 --> 00:02:50:	Council grants and other activities, let us identify about five
00:02:50 --> 00:02:53:	key areas for utilized focus on this topic, and we're
00:02:53 --> 00:02:57:	working in for today's conversation. We're really going to be
00:02:57 --> 00:03:00:	focusing on the second section that we need to invest
00:03:00 --> 00:03:03:	in our public transportation mobility.
00:03:03 --> 00:03:07:	And access because increasing economic opportunities, social interactions and mobility
00:03:07 --> 00:03:12:	is really essential. Public transportation provides the regional framework for
00:03:12 --> 00:03:16:	compact people centric Urban Development, naval significant real estate, and
00:03:16 --> 00:03:20:	value creation opportunities, and then mitigates climate change. Public transportation

00:03:20 --> 00:03:23:	should be a frequent, reliable and accessible and for more
00:03:23 --> 00:03:26:	on this I'm now going to turn it over to
00:03:26 --> 00:03:29:	Brandon Palanker, our moderator, who is a recognized leader in
00:03:29 --> 00:03:33:	downtown revitalization, mixed use development and public engagement.
00:03:33 --> 00:03:36:	Who has for nearly 20 years, played a key role
00:03:36 --> 00:03:39:	in the development of over an entitlement of over 15
00:03:39 --> 00:03:43:	million square feet of mixed use development, representing more than
00:03:43 --> 00:03:47:	12 billion in development potential. So as a real expert,
00:03:47 --> 00:03:50:	he's a true believer in in the triple bottom line
00:03:50 --> 00:03:54:	of social, environmental and economic responsibility. With that, and with
00:03:54 --> 00:03:57:	that, I want to turn it over to you, Brandon,
00:03:57 --> 00:04:00:	and thank you so much for a moderating this conversation.
00:04:01 --> 00:04:04:	Thank you so much for for having me Paul and
00:04:04 --> 00:04:07:	I would like to thank everyone who is in attendance
00:04:07 --> 00:04:10:	here in person and those who might be a viewing
00:04:10 --> 00:04:12:	us down the road as we were recording this and
00:04:12 --> 00:04:16:	want to welcome everyone to today's rendition of the Urban
00:04:16 --> 00:04:20:	Land Institute's next infrastructure and Land use exchange, increasing mobility
00:04:20 --> 00:04:23:	and access. Paul gave us sort of an overview of
00:04:23 --> 00:04:26:	the program, so I'm not going to sort of reiterate
00:04:26 --> 00:04:30:	that I'm Brandon Polanka, as he had mentioned president of
00:04:30 --> 00:04:31:	three BL strategies, and.
00:04:31 --> 00:04:35:	Development also happened to be chair of Yulis TOTD council
00:04:35 --> 00:04:39:	here in Dallas Fort Worth and an avowed urbanist. So
00:04:39 --> 00:04:42:	it really is my pleasure to join you today to
00:04:42 --> 00:04:45:	moderate what I expect to be an informative and engaging
00:04:45 --> 00:04:50:	discussion on how we can better leverage ongoing investments in
00:04:50 --> 00:04:55:	infrastructure to foster more positive social, environmental and economic outcomes.
00:04:55 --> 00:04:59:	And this is an especially opportune time for this discussion.
00:04:59 --> 00:05:01:	We have an international audience.
00:05:02 --> 00:05:04:	Present today and many of our viewers are from the
00:05:04 --> 00:05:08:	United States, whereas most if not everyone knows. We now
00:05:08 --> 00:05:12:	have the largest infrastructure investment in a generation underway, while
00:05:12 --> 00:05:16:	our friends in Canada are witnessing significant investments in their

00:05:16 --> 00:05:18:	own right. And we have speakers from each of those
00:05:19 --> 00:05:22:	nations bringing not only a North American perspective to the
00:05:22 --> 00:05:26:	table, but deep experience and knowledge gained from efforts across
00:05:26 --> 00:05:26:	the globe.
00:05:27 --> 00:05:31:	The reality, though, is investment alone doesn't guarantee good results.
00:05:31 --> 00:05:34:	If we've learned anything over the past 70 years of
00:05:35 --> 00:05:38:	auto dependent land use and transportation policy, it's that what
00:05:38 --> 00:05:42:	may have worked one or two generations ago no longer
00:05:42 --> 00:05:46:	meets today's need, and furthermore, how we view infrastructure and
00:05:46 --> 00:05:49:	the development patterns it's invite. It invites we view that
00:05:49 --> 00:05:53:	through a different lens than even a decade ago. Issues
00:05:53 --> 00:05:57:	of equity of resiliency or paramount, the growing climate crisis
00:05:57 --> 00:05:58:	has become, and.
00:05:58 --> 00:06:00:	To becoming more acute daily now the good news is
00:06:01 --> 00:06:04:	we are learning and that's our opportunity here to learn
00:06:04 --> 00:06:07:	from one another and from examples across the globe of
00:06:07 --> 00:06:11:	these innovative approaches that break down those silos. As Paul
00:06:11 --> 00:06:14:	had mentioned, that once stood an hour away, we recognized
00:06:14 --> 00:06:18:	the need to bind together infrastructure, transportation policy, land use
00:06:18 --> 00:06:22:	place, making efforts to create long term real estate value
00:06:22 --> 00:06:25:	and more importantly to improve communities. So with that and
00:06:25 --> 00:06:28:	just before we launch a little housekeeping.
00:06:28 --> 00:06:31:	First, thanks again Paul. For you setting this up and
00:06:32 --> 00:06:35:	those at USLI for providing this forum and to our
00:06:35 --> 00:06:39:	speakers. Harriet Tregoning, director of Nemo and Yvonne Young, CEO
00:06:39 --> 00:06:43:	of SD Strategies. You'll notice these are some new names
00:06:43 --> 00:06:47:	as compared to some of the invites that had gone
00:06:47 --> 00:06:50:	out. So with that shuffling of the players I will
00:06:50 --> 00:06:54:	leave it to our esteemed panelists and speakers to give
00:06:54 --> 00:06:57:	a little background, you know on their experience.
00:06:57 --> 00:06:58:	Finally.
00:06:58 --> 00:07:01:	And as Paul had mentioned, this is intended to be
00:07:01 --> 00:07:04:	an interactive conversation. We don't want this, just us talking

00:07:04 --> 00:07:07:	at you, and certainly not just to each other. So
00:07:07 --> 00:07:10:	we're going to begin with the presentation by each of
00:07:10 --> 00:07:12:	our panelists, will have that followed by a Q&A where
00:07:12 --> 00:07:15:	I would love to hear your thoughts and your questions
00:07:15 --> 00:07:18:	with the topic at hand. And with that, let's get
00:07:18 --> 00:07:18:	going.
00:07:19 --> 00:07:21:	I know that I think I'm going to share my
00:07:21 --> 00:07:24:	screen, so I'm hearing that you're going. I'm the director
00:07:24 --> 00:07:27:	of an organization called the new Urban Mobility Alliance.
00:07:28 --> 00:07:32:	We basically exist because of something called the shared mobility
00:07:32 --> 00:07:35:	principles for livable cities. I am not Carlos Pardo who
00:07:35 --> 00:07:38:	was who was billed as going to as doing this
00:07:38 --> 00:07:41:	presentation. Carlos works for me and he has COVID for
00:07:41 --> 00:07:44:	the first time during this pandemic and it's in him
00:07:44 --> 00:07:46:	pretty hard, so I do what a lot of what
00:07:46 --> 00:07:49:	a lot of organizations are doing. I'm filling in for
00:07:49 --> 00:07:52:	Carlos, but the good news is I love this topic
00:07:52 --> 00:07:55:	of mobility hubs, and I worked actively with Carlos on
00:07:55 --> 00:07:58:	all the projects that we're going to talk to you
00:07:58 --> 00:07:59:	about.
00:07:59 --> 00:07:59:	Today
00:08:01 --> 00:08:04:	so let me start with the big picture and I
00:08:04 --> 00:08:07:	think that Brandon laid some of it out for you.
00:08:07 --> 00:08:12:	We are making the biggest infrastructure investment in a generation
00:08:12 --> 00:08:15:	in the US, huge in Canada, huge in a lot
00:08:15 --> 00:08:18:	of other places. It's $1.2 trillion and more than half
00:08:18 --> 00:08:21:	of all that money is going to be going to
00:08:21 --> 00:08:22:	transportation.
00:08:22 --> 00:08:23:	Infrastructure.
00:08:23 --> 00:08:27:	So that seems like really great news, right? Except we
00:08:27 --> 00:08:29:	have very little.
00:08:30 --> 00:08:34:	High speed, high frequency fixed guideway transit in the US
00:08:34 --> 00:08:38:	compared to lots of other parts of the world. And
00:08:38 --> 00:08:40:	this money is is kind of a drop in the
00:08:40 --> 00:08:44:	bucket for for big rail systems to be started in
00:08:44 --> 00:08:47:	a heck of a lot of places. We also have
00:08:47 --> 00:08:51:	a very low density development pattern in most of the
00:08:51 --> 00:08:54:	US with a lot of single use, parts of our
00:08:54 --> 00:08:58:	communities. So we really have to be smart about how
00:08:58 --> 00:09:01:	we use this infrastructure investment.
00:09:01 --> 00:09:03:	And how we use some of the things that Brandon

00:09:03 --> 00:09:07:	mentioned, including land use and partnerships with land owners to
00:09:07 --> 00:09:11:	really get the the most mobility and access we possibly
00:09:11 --> 00:09:14:	can. And the most walkable, livable communities that we can
00:09:14 --> 00:09:17:	out of the investments we're going to make. So I'm
00:09:17 --> 00:09:20:	going to talk to you today a little bit about
00:09:20 --> 00:09:23:	something I would call next generation of. Excuse me, the
00:09:23 --> 00:09:27:	next generation of of what you all know is transitioning
00:09:27 --> 00:09:30:	and development and that's something called mobility hubs.
00:09:31 --> 00:09:34:	Mobility hubs are really about.
00:09:37 --> 00:09:42:	Places nodes of of of convenience, and access to different
00:09:43 --> 00:09:48:	modes of transportation that that can exist in many, many
00:09:48 --> 00:09:52:	parts of a community. The idea is that you look
00:09:52 --> 00:09:57:	at your existing high speed, high density transit networks and
00:09:58 --> 00:10:01:	what you try to do is find ways to.
00:10:02 --> 00:10:05:	To create new new nodes, a network of new nodes
00:10:05 --> 00:10:09:	that will put people within a convenient distance of that
00:10:09 --> 00:10:12:	high speed high frequency transit line.
00:10:14 --> 00:10:17:	So a walking distance is typically about 1/3 of a
00:10:17 --> 00:10:21:	mile from most people, and most people aren't going to
00:10:21 --> 00:10:23:	walk even a half a mile or a mile to
00:10:23 --> 00:10:27:	to transit. So how can we use the proliferation of
00:10:27 --> 00:10:31:	all kinds of transportation options from bike share system to
00:10:31 --> 00:10:35:	electric bikes and scooters to to ride? Hailing to car
00:10:35 --> 00:10:40:	sharing all these different ways of getting people connected to
00:10:40 --> 00:10:43:	that high speed transit and at the same time use
00:10:43 --> 00:10:44:	land use.
00:10:44 --> 00:10:47:	And convenience to also enable people to meet some of
00:10:47 --> 00:10:49:	their other daily trips.
00:10:50 --> 00:10:55:	This is an illustration of a reimagined Walnut Walmart parking
00:10:55 --> 00:10:58:	lot right, and you can see that there's still parking,
00:10:58 --> 00:11:02:	but now there's a lot of other activity on this
00:11:02 --> 00:11:02:	site.
00:11:03 --> 00:11:07:	What makes a mobility hub it it? It really depends
00:11:07 --> 00:11:10:	on on when and where, but most people agree two
00:11:10 --> 00:11:14:	or more of the following things. Car share electric or
00:11:14 --> 00:11:17:	a regular open membership model or an amenity fleet that's
00:11:17 --> 00:11:21:	reserved for building owners, but a lot of places are
00:11:21 --> 00:11:24:	doing that in order to avoid having to provide more
00:11:24 --> 00:11:29:	parking. Expensive structured parking pick up and drop off zones

00:11:29 --> 00:11:33:	for ride hailing and deliveries. Shared bike shared scooters are
00:11:33 --> 00:11:34:	flexible.
00:11:34 --> 00:11:37:	Infrastructure that might make the use of the curb variable
00:11:37 --> 00:11:40:	depending on the time of day and this is important
00:11:40 --> 00:11:45:	for our development audience. Relatively higher development density and this
00:11:45 --> 00:11:48:	is a reason this is an amenity you're providing to
00:11:48 --> 00:11:51:	a community and part of a justification why that higher
00:11:51 --> 00:11:55:	densities that higher density is necessary in a project.
00:11:57 --> 00:12:00:	So what do you consider if you want to lay
00:12:00 --> 00:12:03:	out a network like this, you have to look at
00:12:03 --> 00:12:06:	it as a system, so a single mobility hub in
00:12:06 --> 00:12:09:	a single location doesn't make a lot of sense. Transit
00:12:09 --> 00:12:13:	agencies who are often our partners in this work are
00:12:13 --> 00:12:17:	really interested in growing their ridership and expanding the use
00:12:17 --> 00:12:21:	of transit without necessarily having to build out a big
00:12:21 --> 00:12:24:	expensive new network. So the the the big picture on
00:12:24 --> 00:12:26:	on the entire network.
00:12:26 --> 00:12:29:	Where it makes sense to put people in proximity to
00:12:29 --> 00:12:30:	high speed high density.
00:12:32 --> 00:12:36:	Existing transit service. Whether you're in the way of important
00:12:36 --> 00:12:40:	destinations or important concentrations of the origins of tricks, a
00:12:40 --> 00:12:45:	variety of transportation services, the placemaking opportunity in real estate.
00:12:46 --> 00:12:49:	Because if you can't provide those services. If you can't
00:12:49 --> 00:12:53:	provide that convenience and if so and often, you're talking
00:12:53 --> 00:12:57:	about a real estate partner who's offering parts you know,
00:12:57 --> 00:13:00:	maybe some of their their land or their parking for.
00:13:00 --> 00:13:02:	For for bike parking.
00:13:02 --> 00:13:05:	Or car charging for things that would bring people to
00:13:05 --> 00:13:06:	this destination.
00:13:07 --> 00:13:11:	The other considerations are that most of the trips we
00:13:11 --> 00:13:15:	take, even in our very part dependent society are short.
00:13:15 --> 00:13:18:	You know, less than you know, the the the majority
00:13:18 --> 00:13:21:	of trips that are taken are under 3 miles and
00:13:21 --> 00:13:25:	still almost all of the trips that are taken. In
00:13:25 --> 00:13:28:	most U.S. cities are far by automobile, being able to
00:13:28 --> 00:13:33:	substitute some other means of reaching your destination for those
00:13:33 --> 00:13:36:	short trips really gives a households. In many cases the

00:13:37 --> 00:13:38:	freedom to give up.
00:13:38 --> 00:13:41:	One of their vehicles, which is a huge savings and
00:13:41 --> 00:13:44:	as we enter these kind of troubled economic times, I
00:13:44 --> 00:13:47:	think you'll be seeing a lot of people looking for
00:13:47 --> 00:13:50:	ways to economize until they can be certain that they
00:13:50 --> 00:13:54:	weather this. This economic storm. Sprinkle whatever it might be.
00:13:55 --> 00:13:59:	So flexibility and trip distance is what you get with
00:13:59 --> 00:14:03:	mobility hubs. You get the opportunities to to use a
00:14:03 --> 00:14:06:	lot of these modes on the left hand side.
00:14:07 --> 00:14:11:	Depending on your what's available in your community and how
00:14:11 --> 00:14:13:	far people have to go.
00:14:15 --> 00:14:21:	Different modes are typically covering. They typically cover different distances.
00:14:21 --> 00:14:24:	Obviously automobiles are used.
00:14:25 --> 00:14:30:	Especially for long tricks, bicycles are typically 4 miles or
00:14:30 --> 00:14:34:	less in duration, but if you have an electric bike,
00:14:34 --> 00:14:37:	the trips are very often considerably longer.
00:14:39 --> 00:14:43:	Cargo bikes with their heavier loads are typically 2 miles.
00:14:43 --> 00:14:46:	People walk 1/3 to 1/6 of a mile, typically on
00:14:46 --> 00:14:48:	foot, so that gives you a sense of what kind
00:14:48 --> 00:14:52:	of mix of transportation choices you might want it to
00:14:52 --> 00:14:56:	have. Depending on where you're likely destinations are that people
00:14:56 --> 00:14:59:	are trying to get to transit, but maybe other things
00:14:59 --> 00:15:01:	that are convenient in nearby.
00:15:02 --> 00:15:02:	Umm?
00:15:03 --> 00:15:07:	The level of land use mix also makes a difference
00:15:07 --> 00:15:11:	in terms of what kinds of transportation are feasible and
00:15:12 --> 00:15:15:	and and how and how intense the uses might be.
00:15:16 --> 00:15:17:	Umm?
00:15:18 --> 00:15:20:	I think the key here is is if you want
00:15:20 --> 00:15:23:	to talk about a mobility hub system, you need to
00:15:23 --> 00:15:25:	be talking to three people in your city. You need
00:15:25 --> 00:15:28:	to be talking to your transit agency and have them
00:15:28 --> 00:15:31:	as a partner. You need to be talking to your
00:15:31 --> 00:15:34:	local government, especially on the two parts of the local
00:15:34 --> 00:15:37:	government. Maybe the three parts of the local local government,
00:15:38 --> 00:15:41:	the deal with economic development that deal with land use
00:15:41 --> 00:15:44:	and zoning, and the deal with the public space the
00:15:44 --> 00:15:46:	right of way. So those are three agencies that you

00:15:46 --> 00:15:48:	want to have as part of your.
00:15:48 --> 00:15:52:	Conversation as well as the transit agency and I and
00:15:52 --> 00:15:56:	the communities that we've worked in. And I'll tell you
00:15:56 --> 00:15:59:	a little bit more about that later. We've also often
00:15:59 --> 00:16:04:	organized a large groups of stakeholders in any given community.
00:16:04 --> 00:16:08:	There's a pretty significant percentage of households that, for a
00:16:08 --> 00:16:14:	variety of reasons, age, ability, finances, convenience, don't own automobiles,
00:16:14 --> 00:16:18:	and there are real constituents for transportation options.
00:16:18 --> 00:16:22:	Transportation choices the fact that automobile ownership in a lot
00:16:22 --> 00:16:25:	of our cities is a is a economic hurdle that
00:16:25 --> 00:16:28:	people have to surmount in order to put 1 foot
00:16:28 --> 00:16:31:	on the economic ladder means that when you're talking about
00:16:31 --> 00:16:36:	equity and you're talking about increasing employment and workforce participation,
00:16:36 --> 00:16:39:	this is a conversation a lot of employers are very
00:16:39 --> 00:16:43:	interested in, so this relatively low cost way of expanding
00:16:43 --> 00:16:46:	the reach of existing transit is of interest to those
00:16:46 --> 00:16:47:	constituents.
00:16:47 --> 00:16:47:	As well.
00:16:48 --> 00:16:54:	Everyone knows about TPOD about about fixed guideway transit systems
00:16:54 --> 00:16:57:	and the very natural, often very.
00:16:59 --> 00:17:04:	Excellent development that occurs around it. Think of mobility hubs
00:17:04 --> 00:17:07:	as a next generation of Tod that is connected to
00:17:08 --> 00:17:11:	some of this high speed service, but that can start
00:17:11 --> 00:17:15:	in a location that doesn't have that service but instead
00:17:15 --> 00:17:20:	provides those necessary connections and begins to build the density
00:17:20 --> 00:17:24:	in those locations that that make these locations the site
00:17:24 --> 00:17:29:	of future fixed guideway service and increases in transit service.
00:17:29 --> 00:17:33:	Not every city, but a lot of our cities in
00:17:33 --> 00:17:38:	the US are reconsidering single family zoning as exclusionary as
00:17:38 --> 00:17:42:	a big use of land, the majority of residential land
00:17:42 --> 00:17:46:	use in almost every city and how it might disadvantage
00:17:46 --> 00:17:50:	those cities in terms of being able to provide of
00:17:50 --> 00:17:54:	the range of housing and the access to opportunity that

00:17:54 --> 00:17:58:	cities increasingly are looking to provide. So think of a
00:17:58 --> 00:17:59:	mobility.
00:17:59 --> 00:18:00:	As in that way?
00:18:03 --> 00:18:05:	So just as a couple of very quick graphics that
00:18:05 --> 00:18:09:	we're talking about looking for a density opportunity, that's one
00:18:10 --> 00:18:12:	and a half to three times that of a surrounding
00:18:12 --> 00:18:16:	area. If you're in a single family zone, that means
00:18:16 --> 00:18:19:	that might be three story, four story building. It's not
00:18:19 --> 00:18:23:	a skyscraper, it's nothing terrifying, but enough to be able
00:18:23 --> 00:18:26:	to maybe offer some retail and some services, as well
00:18:26 --> 00:18:30:	as that that transportation access to higher capacity, higher frequency
00:18:30 --> 00:18:31:	transportation.
00:18:32 --> 00:18:34:	A housing might be right there, or a block off.
00:18:34 --> 00:18:37:	You might also be looking at freight as one of
00:18:37 --> 00:18:40:	the service connections that you make the opportunity to pick
00:18:40 --> 00:18:43:	up and drop off packages, which is increasingly part of
00:18:43 --> 00:18:44:	our daily lives.
00:18:45 --> 00:18:48:	Mass transit corridor. You're either on it or you're near
00:18:48 --> 00:18:48:	it.
00:18:49 --> 00:18:53:	You can start with hubs at stations, but they're more
00:18:53 --> 00:18:56:	often going to be a bit away a few blocks
00:18:56 --> 00:18:59:	away from a station. And like I say, freight might
00:18:59 --> 00:19:02:	be right there or nearby housing also right there or
00:19:02 --> 00:19:06:	nearby with other services you you see here a couple
00:19:06 --> 00:19:10:	of other examples of where mobility hubs might be located
00:19:10 --> 00:19:14:	relative to transit. It's going to not typically be right
00:19:14 --> 00:19:17:	on a high speed line, but it'll be somewhere within
00:19:17 --> 00:19:20:	striking distance, and we have different tiers.
00:19:20 --> 00:19:24:	Different cities have decided that depending on the intensity of
00:19:24 --> 00:19:28:	development and the intensity of transportation and other services being
00:19:28 --> 00:19:32:	provided, it's it's useful to classify mobility hubs in different
00:19:32 --> 00:19:35:	tiers and and create a set of expectations on the
00:19:35 --> 00:19:38:	part of users of what kind of services you're likely
00:19:39 --> 00:19:41:	to find at different types of hubs.
00:19:42 --> 00:19:45:	So let me talk about some examples. I know that
00:19:45 --> 00:19:49:	we have someone from Minneapolis on the call and maybe
00:19:49 --> 00:19:52:	they'll be able to add a little bit more, but
00:19:52 --> 00:19:55:	most Minneapolis was one of the first cities in the
00:19:55 --> 00:19:59:	US to really start thinking about this way of augmenting

00:19:59 --> 00:20:02:	all that their existing transit networks and their hubs are
00:20:02 --> 00:20:06:	have the goal of increasing access to lower no carbon
00:20:06 --> 00:20:10:	transportation and particularly focusing on 1st and last mile options.
00:20:10 --> 00:20:13:	Hubs might include a a bus stop, a bench.
00:20:13 --> 00:20:18:	A designated bike and scooter share way findings, including electronic
00:20:18 --> 00:20:22:	travel time. So people have a sense of how long
00:20:22 --> 00:20:26:	they have to wait for access to that transit service.
00:20:26 --> 00:20:29:	We work with Pittsburgh who've installed.
00:20:31 --> 00:20:34:	Mobility halves on the street, so they're not relying on
00:20:34 --> 00:20:38:	developers or others who are providing the land, but they're
00:20:38 --> 00:20:41:	locating all of their mobility houses in the public right
00:20:41 --> 00:20:44:	of way Co. Located with transit stops, but not always
00:20:44 --> 00:20:48:	with their best transit. So sometimes they're they're suggesting your
00:20:48 --> 00:20:52:	people. You can wait and make two connections to get
00:20:52 --> 00:20:54:	to high speed transit, or you can hop on the
00:20:54 --> 00:20:58:	scooter and get to that high speed transit directly. Kind
00:20:58 --> 00:21:00:	of up to you so people can make decisions on
00:21:00 --> 00:21:01:	this.
00:21:01 --> 00:21:01:	Right?
00:21:02 --> 00:21:06:	They were using an app to connect people, and they've
00:21:06 --> 00:21:09:	done. They've done a lot of really cool videos to
00:21:09 --> 00:21:13:	reach members of the community about how, how fun it
00:21:13 --> 00:21:16:	would be to get around the city and this way
00:21:16 --> 00:21:20:	we work with Paul and folks in San Antonio, including
00:21:20 --> 00:21:23:	the transit system via to look at mapping a network
00:21:23 --> 00:21:27:	of mobility hubs in San Antonio, one of the fastest
00:21:27 --> 00:21:31:	growing cities in the US. So rapid growth means channeling
00:21:31 --> 00:21:32:	development into.
00:21:32 --> 00:21:36:	Patterns that are really sensible, so think about as a
00:21:36 --> 00:21:40:	city as growing. Also grow the transit service through mobility
00:21:40 --> 00:21:43:	hubs and you can see it might be messy. To
00:21:43 --> 00:21:46:	do this we use data and mapping and a lot
00:21:46 --> 00:21:50:	of input from community members about creating a set of
00:21:50 --> 00:21:54:	criteria and locations for hubs that that that made the
00:21:54 --> 00:21:58:	most sense to serve the growing city of San Antonio
00:21:58 --> 00:22:02:	mobility hubs are found throughout the world, including places like.
00:22:03 --> 00:22:06:	Uh, the Netherlands at the Utrecht station. Carlos loved this
00:22:06 --> 00:22:10:	slide because it's got more bike parking than maybe any
00:22:10 --> 00:22:12:	place else in the world in one place and so

00:22:12 --> 00:22:15:	much bike use that they really have. They needed to
00:22:15 --> 00:22:20:	provide structured parking because otherwise the bikes were everywhere people
00:22:20 --> 00:22:23:	couldn't. Couldn't get to the rail stations in in other
00:22:24 --> 00:22:24:	places.
00:22:26 --> 00:22:30:	Like in Munich, this is an example of a mobility
00:22:30 --> 00:22:35:	hub with electric assist, three wheel and two wheel bikes
00:22:35 --> 00:22:40:	charging for a car sharing parking spaces for car sharing
00:22:40 --> 00:22:45:	and and spaces where electric vehicles can can charge. So
00:22:45 --> 00:22:49:	here a little bit less about the retail, in part
00:22:49 --> 00:22:55:	because in Munich there's a pretty dense mixed use development
00:22:55 --> 00:22:55:	pattern.
00:22:56 --> 00:22:59:	So the retail is a lot around you, but not
00:22:59 --> 00:23:03:	so much the transportation services. For all these new emerging
00:23:03 --> 00:23:07:	modes like SIG, very little little bit lovely city in
00:23:07 --> 00:23:11:	the former East Germany has amazing transit both. Both the
00:23:11 --> 00:23:15:	old legacy transit and a lot of new transit, and
00:23:15 --> 00:23:20:	there mobile stations have distinctive markings so that you can
00:23:20 --> 00:23:24:	spot them everywhere they have bike parking and bike rental.
00:23:24 --> 00:23:26:	Car sharing and electric.
00:23:26 --> 00:23:29:	Are charging so places where it might make sense to
00:23:29 --> 00:23:33:	go and and run your errands by transit and come
00:23:33 --> 00:23:36:	back when your car is charged. So with that Brandon
00:23:36 --> 00:23:40:	I'll I'll stop and I'll look forward to our conversation.
00:23:40 --> 00:23:41:	Thank you.
00:23:41 --> 00:23:45:	And as we switch, I really appreciate that Harriet and
00:23:45 --> 00:23:47:	is Yvonne gets ready to go and and folks you
00:23:47 --> 00:23:51:	can start to think about your questions. If you want
00:23:51 --> 00:23:53:	to type them in, we'll do our best to keep
00:23:53 --> 00:23:57:	track of those and we'll get the conversation going shortly.
00:23:57 --> 00:24:01:	Hi everyone, I'm Yvonne young. I'm the CEO of SDG
00:24:01 --> 00:24:05:	strategies. I strategic consulting firm in Canada. I'm also part
00:24:06 --> 00:24:09:	of your eye Toronto Advisory Board and the vice chair
00:24:09 --> 00:24:11:	of SDLC Product Council.
00:24:11 --> 00:24:15:	Primarily looking at case study, helping cities to think about
00:24:15 --> 00:24:19:	making the shift within the area that is going through
00:24:19 --> 00:24:22:	that transition. So what I'm hoping to talk about today
00:24:22 --> 00:24:25:	is a research project that's part of the Uri Curtis
00:24:25 --> 00:24:29:	Infrastructure initiative that we've been working on with some

	of
00:24:30 --> 00:24:33:	our colleagues, and I see some of them. They are
00:24:33 --> 00:24:35:	also on the call today, so they would also be
00:24:35 --> 00:24:38:	able to contribute some of the observation.
00:24:39 --> 00:24:42:	So this is about the city building story of Greater
00:24:42 --> 00:24:45:	Toronto area. Why this is so significant? Because it's the
00:24:45 --> 00:24:49:	second largest financial center in North America and what we
00:24:49 --> 00:24:52:	are looking at infrastructure is really thinking about how we
00:24:52 --> 00:24:56:	can position that to have a synergistic approach. In other
00:24:56 --> 00:24:59:	words, by addressing one infrastructure it can also use that
00:24:59 --> 00:25:04:	to address climate change, telecommunication and affordability. And there's some
00:25:04 --> 00:25:07:	slight we're going to go through some of the kind
00:25:07 --> 00:25:10:	of practical tests that we're going through at the moment.
00:25:11 --> 00:25:15:	The scale of investment we're dealing with is $62 billion
00:25:15 --> 00:25:19:	for the whole entire city region in four different modes.
00:25:19 --> 00:25:24:	It's getting implemented very, very quickly, so therefore we decided
00:25:24 --> 00:25:27:	to focus in on how to look at the integrated
00:25:27 --> 00:25:32:	with land users with these infrastructure and really, diving deep
00:25:32 --> 00:25:36:	and understand. What are some of the challenges and some
00:25:36 --> 00:25:40:	of the potential scalable solutions that we should be.
00:25:41 --> 00:25:43:	Setting up the lights early on. So with that the
00:25:44 --> 00:25:47:	overall land use is also changing, so we're looking at
00:25:47 --> 00:25:50:	around 45,000 acre of mass transit station area, so all
00:25:50 --> 00:25:54:	the municipality within the Greater Toronto area. They have a
00:25:54 --> 00:25:58:	common deadline by September. They will need to divide not
00:25:58 --> 00:26:01:	just the boundary but also the intensity of those that
00:26:01 --> 00:26:04:	mixed use development along the transit line.
00:26:04 --> 00:26:07:	And to us, I think this is a really a
00:26:07 --> 00:26:11:	tremendous opportunity for us to make the shift because in
00:26:11 --> 00:26:14:	Canada, two third of our communities is based on building
00:26:15 --> 00:26:18:	around auto dependent suburb. So we're hoping that if this
00:26:18 --> 00:26:23:	is successful we can really leverage transit infrastructure to make
00:26:23 --> 00:26:24:	a major shift.
00:26:24 --> 00:26:26:	If I if I can jump in real quick, I'm
00:26:26 --> 00:26:29:	not sure if you've started. We don't see any slides
00:26:29 --> 00:26:31:	you might be doing. Your introduction just want to let
00:26:31 --> 00:26:33:	you know that your screen is not shared yet, which
00:26:33 --> 00:26:35:	might be intentional, but just in case.
00:26:36 --> 00:26:38:	OK yeah, I'm going to share the slides later on,

00:26:38 --> 00:26:41:	so the amount of population we are looking at growing
00:26:42 --> 00:26:45:	is the why. There's a good condition for these changes
00:26:45 --> 00:26:48:	because we're growing very quickly and also many of the
00:26:48 --> 00:26:52:	population they came from places that do not require driving,
00:26:52 --> 00:26:54:	but you're not towards. They are ready for this.
00:26:55 --> 00:26:58:	Culture shifts, so maybe what I'm going to do, I'm
00:26:58 --> 00:27:02:	going to, you know, quickly share the slides and use
00:27:02 --> 00:27:05:	that to kind of walk through some of the major
00:27:05 --> 00:27:09:	challenges and to see what the opportunities is. So this
00:27:09 --> 00:27:13:	is the map showing the Greater Toronto area and what
00:27:13 --> 00:27:16:	we're talking about earlier on in terms of $62 billion
00:27:16 --> 00:27:20:	investment are the yellow dots and the red dots, so
00:27:20 --> 00:27:25:	those are the four different modes of rapid transit infrastructure.
00:27:25 --> 00:27:29:	Coming to the city region very correctly, what we are
00:27:29 --> 00:27:32:	working on as a research project with you are in
00:27:32 --> 00:27:37:	Toronto and calling from future infrastructure group as well is
00:27:37 --> 00:27:41:	thinking about what would be the ideal model for these
00:27:41 --> 00:27:45:	brown dots. So these brown dots are the mass transit
00:27:45 --> 00:27:49:	station area that I was talking about earlier around 25,000
00:27:49 --> 00:27:52:	acre in total and the reason why there is a
00:27:52 --> 00:27:55:	disconnect at the moment is we see that.
00:27:55 --> 00:27:59:	The children said infrastructure. Currently it seems to be underperforming,
00:27:59 --> 00:28:01:	so let me just see if I can go to
00:28:01 --> 00:28:02:	the next slide.
00:28:03 --> 00:28:06:	So one of the key missing piece we see that
00:28:06 --> 00:28:09:	need to be laid at the table is also bringing
00:28:09 --> 00:28:14:	up the micro mobility network, particularly the cycling network at
00:28:14 --> 00:28:18:	the regional scale and through our research we have conversation
00:28:18 --> 00:28:22:	with different party and we know that everybody is facing
00:28:22 --> 00:28:26:	the similar challenges. It's very hard at the local level
00:28:26 --> 00:28:31:	to do the high quality cycling infrastructure in a contiguous
00:28:31 --> 00:28:33:	way from day one, the funding.
00:28:33 --> 00:28:37:	That is piece meal. The design is piecemeal. The consultation
00:28:37 --> 00:28:42:	is very localized so that is really significantly impacting the
00:28:42 --> 00:28:47:	performance of the higher order transit. So from that standpoint,
00:28:47 --> 00:28:51:	this presentation hopefully going to really kind of draw the
00:28:51 --> 00:28:56:	lights on the clinic. Creative solution that potentially can upload

00:28:56 --> 00:29:00:	some of these key micro infrastructure to to the upper
00:29:00 --> 00:29:03:	level of decision making. So what we see?
00:29:03 --> 00:29:07:	Is another challenges that we're facing these climate change. We
00:29:07 --> 00:29:10:	know that 60% of the issue of GG is due
00:29:10 --> 00:29:13:	to people driving. So what we've been working on as
00:29:13 --> 00:29:17:	a research is that we're trying to incubate. Is there
00:29:17 --> 00:29:21:	opportunity you can? We would take on a Community that
00:29:21 --> 00:29:25:	already have the political support already have the political vision
00:29:25 --> 00:29:29:	on the claim that the car free precincts, but what
00:29:29 --> 00:29:33:	it really means is that early on, providing the condition
00:29:33 --> 00:29:33:	that.
00:29:33 --> 00:29:37:	Residents and new business coming to this area, they don't
00:29:37 --> 00:29:40:	need to worry about spending their after tax money on
00:29:40 --> 00:29:44:	car infrastructure, car insurance, ownership of car. All that is
00:29:44 --> 00:29:49:	very very expensive. So that's another strategy from ever affordability
00:29:49 --> 00:29:52:	standpoint. But the key thing is that we want to
00:29:52 --> 00:29:55:	see if we can set the bar high so some
00:29:55 --> 00:29:58:	of the party is looking at. Is it possible to
00:29:58 --> 00:30:01:	really be tangible about model shifts? So in other words,
00:30:01 --> 00:30:04:	is it possible to achieve 75% of the short trip?
00:30:05 --> 00:30:08:	Is by walking and cycling and if we are able
00:30:08 --> 00:30:12:	to create a model of transit oriented communities that this
00:30:12 --> 00:30:16:	is achieving from day one that will be huge because
00:30:16 --> 00:30:20:	right now this doesn't exist. So on a policy standpoint
00:30:20 --> 00:30:24:	some of them is a party that is more progressive.
00:30:24 --> 00:30:28:	They have removed the minimum parking requirement but also at
00:30:28 --> 00:30:31:	the same time we know this is not good enough
00:30:32 --> 00:30:35:	for developer perspective. What is needed?
00:30:35 --> 00:30:38:	Is to drive the pedestrian foot traffic within mixed uses.
00:30:38 --> 00:30:41:	So in other words, what we see is that it
00:30:41 --> 00:30:44:	need to have a broader thinking, not just looking at
00:30:44 --> 00:30:48:	transit infrastructure, but looking at all the pieces of infrastructure
00:30:48 --> 00:30:49:	at the same time.
00:30:50 --> 00:30:53:	So this is very typical. If you go on Google
00:30:53 --> 00:30:56:	and just have a look at Canada, I think you
00:30:56 --> 00:31:00:	would notice there's a lot of area other than outside
00:31:00 --> 00:31:03:	of the downtown Toronto core area. You see a lot
00:31:03 --> 00:31:07:	of these. These are everywhere and the problem is that

00:31:07 --> 00:31:11:	many of the local and regional visit party their current
00:31:11 --> 00:31:15:	funding model and also the current capital and operational model
00:31:15 --> 00:31:20:	is continuing spending billions of dollars on other infrastructure. And
00:31:20 --> 00:31:21:	because of that.
00:31:21 --> 00:31:25:	They put a lot of constrained from resource standpoint, public
00:31:25 --> 00:31:29:	resource standpoint, but also create the conflict in terms of
00:31:30 --> 00:31:33:	design, so it makes it very challenging in terms of
00:31:33 --> 00:31:37:	the timing and the resources that is needed to design
00:31:37 --> 00:31:42:	the transit infrastructure that can really provide performance because you
00:31:42 --> 00:31:45:	have a lot of these disconnect. So what we want
00:31:45 --> 00:31:48:	to shed the light is that it's really now we
00:31:48 --> 00:31:51:	need to make the call and create the model that.
00:31:51 --> 00:31:56:	Our decision making model that early on you consider these
00:31:56 --> 00:31:59:	issue and try to avoid it now from a financial
00:31:59 --> 00:32:03:	standpoint, what we learned is that when we talk into
00:32:03 --> 00:32:06:	a public sector, the key is that OK? Is there
00:32:06 --> 00:32:10:	a way to optimize public resourcing to expedite decision making?
00:32:11 --> 00:32:14:	Don't cause any delay but also at the same time
00:32:14 --> 00:32:17:	we can bring the local community along. So this is
00:32:18 --> 00:32:21:	a classic example when we look at the number of
00:32:21 --> 00:32:22:	perspective.
00:32:22 --> 00:32:26:	It make no sense to accommodate growth by building a
00:32:26 --> 00:32:30:	new auto infrastructure that is going to cause you. You
00:32:30 --> 00:32:34:	know many times compared to the cause of new cycling
00:32:34 --> 00:32:40:	infrastructure. So another part is about behavior and expectation. So
00:32:40 --> 00:32:44:	this need a lot of both political and community support.
00:32:44 --> 00:32:50:	And really about articulating the expectation. In other words, instead
00:32:50 --> 00:32:52:	of saying that to avoid congestion.
00:32:52 --> 00:32:55:	We need to add more lanes but say congestion is
00:32:55 --> 00:32:58:	good because you are having growth so some of the
00:32:58 --> 00:33:02:	more progressive cities that we've been working with. This is
00:33:02 --> 00:33:07:	particularly what they articulate to their constituents. Congestion is good
00:33:07 --> 00:33:10:	because the city is growing. We are shifting. We don't
00:33:10 --> 00:33:13:	want to lose our young people so therefore so this
00:33:13 --> 00:33:16:	is the illustration kind of showing. What if we do
00:33:16 --> 00:33:20:	business as usual? In other words, you're trying to make

00:33:20 --> 00:33:23:	all these coexist, and it's not making sense. It's not.
00:33:23 --> 00:33:27:	Working another part that we see in a in transit
00:33:27 --> 00:33:32:	infrastructure design is that during environmental assessment that is the
00:33:32 --> 00:33:36:	time when trying to align the. The goal to thinking
00:33:36 --> 00:33:40:	about what is the cross section design and there is
00:33:40 --> 00:33:44:	usually a big fight between goods movement. How much, how
00:33:44 --> 00:33:48:	many lanes are you retaining within the neighborhood?
00:33:50 --> 00:33:53:	How much space are you providing for high quality walking
00:33:53 --> 00:33:56:	and cycling? How are you going to deal with those
00:33:56 --> 00:34:00:	above grade and below grade infrastructure? So this is the
00:34:00 --> 00:34:03:	key that's connected. We see. So again, this is a
00:34:03 --> 00:34:07:	really great opportunity. That early on I think it should
00:34:07 --> 00:34:10:	shed the light and set it as a standard. Say
00:34:10 --> 00:34:14:	that it's absolutely very important to ensure the performance of
00:34:14 --> 00:34:17:	this billion dollars of rapid transit is to we have
00:34:17 --> 00:34:20:	to look at repurposing the traffic light and removing.
00:34:20 --> 00:34:23:	By some of the areas that we don't need to
00:34:23 --> 00:34:28:	create that conflict, and particularly using that from connectivity standpoint
00:34:28 --> 00:34:31:	like. In other words, instead of just looking at 1
00:34:31 --> 00:34:34:	corridor and one corridor at a time as a separate
00:34:35 --> 00:34:39:	transit project, but it's looking at the overall connectivity. So
00:34:39 --> 00:34:42:	how this connect with different mobility help? So these are
00:34:43 --> 00:34:46:	because the projects being you know, going very quickly these
00:34:46 --> 00:34:50:	are the disconnects that we see in our conversation with
00:34:50 --> 00:34:51:	different cities.
00:34:51 --> 00:34:55:	That they also see that major challenges. There are many
00:34:55 --> 00:34:59:	meetings, but very little decision being made because there are
00:34:59 --> 00:35:03:	many players and also the kind of broader picture is
00:35:03 --> 00:35:06:	not set. So ideally if early on can really kind
00:35:06 --> 00:35:09:	of shed that light and what we are planning to
00:35:09 --> 00:35:12:	do with our report is to provide for.
00:35:13 --> 00:35:17:	So some insights to inform the local government and letting
00:35:17 --> 00:35:20:	them know you know some of the key issues that
00:35:20 --> 00:35:22:	need to go back to rethink. Like for example how
00:35:23 --> 00:35:26:	do you set the party instead of balance, balance and
00:35:26 --> 00:35:29:	balance. And say we're designing the street for all mode
00:35:29 --> 00:35:32:	of transportation or we should be saying that this is

00:35:32 --> 00:35:36:	about people. First, it's a people first approach. So during
00:35:36 --> 00:35:39:	our research we have also partner with European cities. So
00:35:39 --> 00:35:42:	for example from Sweden or from Finland very early on
00:35:43 --> 00:35:43:	they say that.
00:35:43 --> 00:35:47:	Well, we don't approach it this way where we show
00:35:47 --> 00:35:51:	them the picture of those intersection. They're like, well, this
00:35:51 --> 00:35:54:	is absolutely not acceptable in their world is if there
00:35:54 --> 00:35:58:	is accident. That's a design issue, so they're going to
00:35:58 --> 00:36:00:	go in very quickly, fix it and also is is
00:36:00 --> 00:36:04:	early on articulating it is people first period. So I
00:36:04 --> 00:36:07:	think those are the kind of culture shifts that we
00:36:07 --> 00:36:10:	are learning that it's a different, but I think there
00:36:10 --> 00:36:14:	is an opportunity. We would position the potential opportunity.
00:36:14 --> 00:36:18:	Most and also how this can. This would potentially slow
00:36:18 --> 00:36:23:	down development. I think that could potentially draw the attention.
00:36:23 --> 00:36:27:	This slide is important, So what this slide is showing
00:36:27 --> 00:36:31:	is that not withstanding the 46 billion, the $62 billion
00:36:31 --> 00:36:35:	of rapid transit infrastructure is already funded. So which is,
00:36:35 --> 00:36:39:	you know, symbolically these red line, the area that has
00:36:39 --> 00:36:43:	the purple color they have. They have been losing people
00:36:43 --> 00:36:45:	within the urban areas.
00:36:45 --> 00:36:49:	In other words, the household size has decreased over the
00:36:49 --> 00:36:54:	last five years. Why? Because there is no social infrastructure.
00:36:54 --> 00:36:58:	There's also no hard infrastructure to support the growth like
00:36:58 --> 00:37:02:	in other words, if if the government is not taking
00:37:02 --> 00:37:06:	a comprehensive approach to integrate the timing of delivery of
00:37:06 --> 00:37:12:	transit infrastructure with servicing and soft infrastructure, these area would
00:37:12 --> 00:37:15:	not be able to accommodate meaningful growth.
00:37:16 --> 00:37:19:	So I think that is very important because if these
00:37:19 --> 00:37:23:	growth doesn't happen along the rapid transit lines, they would
00:37:23 --> 00:37:27:	happen somewhere else. That means our population. Many of our
00:37:27 --> 00:37:31:	population is still stuck with the driving culture, so as
00:37:31 --> 00:37:34:	part of our model, what we've been focusing on is
00:37:34 --> 00:37:38:	this year we'll be focusing on trying to prototype a
00:37:38 --> 00:37:43:	community so it's bundling walkable community with social infrastructure. So
00:37:43 --> 00:37:46:	what show on screen is an example of potentially?

00:37:46 --> 00:37:50:	What that can happen? Meaning on the ground level, it
00:37:50 --> 00:37:54:	has a comprehensive mix of different users from retail, culture,
00:37:54 --> 00:37:58:	arts, hospitality and community, and office uses all on the
00:37:58 --> 00:38:01:	ground floor but also at the same time. It very
00:38:01 --> 00:38:03:	important to have a nucleus in the middle.
00:38:04 --> 00:38:08:	So within Canada we have many different ministry and many
00:38:08 --> 00:38:12:	of the services is funded by many different ministries within
00:38:12 --> 00:38:15:	the province. So this is a model a trying to
00:38:15 --> 00:38:18:	have a one stop shop. In other words a drawing
00:38:18 --> 00:38:22:	all those funding sources into one place and using a
00:38:22 --> 00:38:26:	long term tenancy model so that the soft infrastructure can
00:38:26 --> 00:38:29:	be in place early on. So this is also part
00:38:29 --> 00:38:33:	of our learning in our collaboration with Helsinki, for example
00:38:33 --> 00:38:34:	looking at.
00:38:34 --> 00:38:38:	In their world by standard when they're building new community,
00:38:39 --> 00:38:42:	even when there is only 100 new residents, they would
00:38:42 --> 00:38:46:	build the schools and library facilities from day one and
00:38:46 --> 00:38:50:	to measure that everybody would have the opportunity for the
00:38:50 --> 00:38:53:	urban lifestyle from day one. So I think this is
00:38:53 --> 00:38:56:	a major shift, and part of that is that we
00:38:56 --> 00:39:00:	are also articulating a collaborative model which is plugging in
00:39:00 --> 00:39:04:	a lot of non planners so including public health, including
00:39:04 --> 00:39:04:	culture.
00:39:05 --> 00:39:09:	Including economic developments that usually they don't even have a
00:39:09 --> 00:39:12:	voice at the table, but they are critical in terms
00:39:12 --> 00:39:15:	of the city building, and I think what we see
00:39:15 --> 00:39:19:	is that in order to drive this culture shifts, we
00:39:19 --> 00:39:22:	need to give everybody an opportunity early on to think
00:39:22 --> 00:39:26:	big, not just on a small project scale, but really
00:39:26 --> 00:39:29:	thinking big. So this is a report that has released.
00:39:29 --> 00:39:32:	This is a summary of our first year effort is
00:39:32 --> 00:39:35:	a collaboration between UI Toronto District Council.
00:39:36 --> 00:39:40:	And also future of infrastructure group and what we have
00:39:40 --> 00:39:43:	done at that time is that we look at four
00:39:43 --> 00:39:48:	different cities and particularly thinking about what are the major
00:39:48 --> 00:39:53:	challenges and also what are the future opportunity. One of
00:39:53 --> 00:39:58:	the common things we repeatedly heard from the interviews that

00:39:58 --> 00:40:02:	we conducted with the participant is that the need to
00:40:02 --> 00:40:06:	align share vision from day one is extremely important.
00:40:06 --> 00:40:10:	Because that would trigger the decision making down the road.
00:40:10 --> 00:40:14:	So therefore for the second phase, what we're focusing on
00:40:14 --> 00:40:17:	is that we pick on the Community and try to
00:40:17 --> 00:40:20:	test how far we can push in terms of the
00:40:20 --> 00:40:23:	shared vision, but also at the same time using that
00:40:23 --> 00:40:27:	to demonstrate that the shift from an auto dependence culture
00:40:27 --> 00:40:30:	to transit oriented culture is possible and also the key
00:40:31 --> 00:40:34:	thing is about the value of public sector across the
00:40:34 --> 00:40:37:	whole entire city region. Everybody is very strange.
00:40:37 --> 00:40:41:	In terms of public resources and what we hope is
00:40:41 --> 00:40:44:	that we want to hopefully to use this to show
00:40:44 --> 00:40:48:	there's a different way of working, and if successful, this
00:40:48 --> 00:40:52:	should be a way that can accelerate delivering these type
00:40:52 --> 00:40:56:	of Community, not slowing it down and also at the
00:40:56 --> 00:40:59:	same time you know get to the some of the
00:40:59 --> 00:41:04:	really fundamental issues such as climate change, affordability and equity.
00:41:04 --> 00:41:07:	So that's the synergistic approach that.
00:41:07 --> 00:41:10:	We have talk so this washer on screen is the
00:41:10 --> 00:41:13:	case. Study for the phase two project and our goal
00:41:13 --> 00:41:16:	is to also to have a report completed this year
00:41:17 --> 00:41:19:	and to talk about you know some of the key
00:41:19 --> 00:41:23:	learnings and hopefully that could be a scalable model that
00:41:23 --> 00:41:27:	can apply to government and cities across city region regardless
00:41:27 --> 00:41:30:	of their scale. But it's really about a new way
00:41:30 --> 00:41:31:	of working.
00:41:31 --> 00:41:35:	That was really great really, really appreciate that Evan and
00:41:35 --> 00:41:37:	Paul correct me if I'm wrong, this is my first
00:41:37 --> 00:41:38:	go around.
00:41:38 --> 00:41:41:	Doing a virtual in this format, I've done plenty of
00:41:41 --> 00:41:44:	others. My understanding I'm going to kick it off of
00:41:44 --> 00:41:46:	the question or two, but we will lend it to
00:41:46 --> 00:41:49:	the audience and they will be able to go on
00:41:49 --> 00:41:52:	camera and ask in person. In addition to typing something
00:41:52 --> 00:41:53:	in the chat. Is that correct?
00:41:54 --> 00:41:57:	That's correct and I just allowed that ability. So if
00:41:57 --> 00:41:59:	you want to turn on your camera, please do so
00:41:59 --> 00:42:01:	or feel free to chat in the chat box to

00:42:01 --> 00:42:03:	do that as well so and and then if there
00:42:04 --> 00:42:06:	are, if you have ideas or thoughts of your own
00:42:06 --> 00:42:08:	community, please feel free to.
00:42:08 --> 00:42:09:	The reference those as well.
00:42:10 --> 00:42:13:	Excellent, awesome, so I'm gonna kick it off with somewhat
00:42:13 --> 00:42:16:	of a of a broad question here, you know, let's
00:42:16 --> 00:42:20:	talk about the definition of infrastructure. You know you go
00:42:20 --> 00:42:23:	back not that long ago. Infrastructure was the hard big
00:42:23 --> 00:42:26:	stuff that you built often to get from one place
00:42:26 --> 00:42:30:	to another. But we talk about social infrastructure. There's this
00:42:30 --> 00:42:34:	movement toward housing as infrastructure. As such a necessity to
00:42:34 --> 00:42:37:	just have a semi functioning society, not to even say
00:42:37 --> 00:42:38:	a flourishing.
00:42:38 --> 00:42:42:	Especially with the housing crisis we're facing on both sides
00:42:42 --> 00:42:44:	of the border of Canada and the US alike. So
00:42:44 --> 00:42:47:	I'd love to hear your thoughts Harriet and Evan in
00:42:47 --> 00:42:50:	terms of you know, what do you see as infrastructure
00:42:50 --> 00:42:53:	and is that definition broadening? And what are the implications
00:42:53 --> 00:42:57:	of our sort of more holistic view of what infrastructure
00:42:57 --> 00:42:59:	is? And we'll start with Harriet. And then we'll go
00:43:00 --> 00:43:00:	to Yvonne.
00:43:02 --> 00:43:06:	Well, we had some comments already in the chat, like
00:43:06 --> 00:43:10:	for example about broadband and what I find so interesting
00:43:10 --> 00:43:14:	is in different parts of the world. The agency that
00:43:14 --> 00:43:18:	does transportation is also the agency that does broadband. I
00:43:18 --> 00:43:22:	think Finland is one of those places and I think
00:43:22 --> 00:43:26:	that if nothing else the pandemic has really shown us
00:43:26 --> 00:43:29:	that a lot of our access is electronic. And whether
00:43:30 --> 00:43:31:	this telemedicine you know.
00:43:32 --> 00:43:35:	Telehealth tell a work that that is an important thing.
00:43:35 --> 00:43:39:	A really important component and some of the folks who
00:43:39 --> 00:43:43:	are doing mobility hubs are making the hub itself a
00:43:43 --> 00:43:47:	broadband hot spot so that people can get access. So
00:43:47 --> 00:43:51:	I think that I think the definition of infrastructure is
00:43:51 --> 00:43:54:	broadening. But I what I really wanted to say and
00:43:54 --> 00:43:57:	I think is a little bit at the heart of
00:43:57 --> 00:44:00:	what Yvonne was talking about, is that the what is
00:44:00 --> 00:44:02:	becoming a little less.
00:44:02 --> 00:44:06:	Important then that have every state and local government in
00:44:06 --> 00:44:10:	North America and probably the world has a six year

00:44:10 --> 00:44:14:	pipeline of capital projects and that and I say six
00:44:14 --> 00:44:18:	year pipeline. But some of the projects in that pipeline
00:44:18 --> 00:44:21:	are 10 years old, 20 years old. I guarantee you
00:44:22 --> 00:44:26:	most of them were conceived without any consideration of changing
00:44:26 --> 00:44:31:	climate and almost certainly without any consideration of equity, right?
00:44:31 --> 00:44:32:	So?
00:44:32 --> 00:44:35:	So the idea that we would in this moment ask
00:44:35 --> 00:44:38:	people to to to give us our projects that help
00:44:38 --> 00:44:44:	decarbonize transportation, increase equity, make communities more resilient. But that's
00:44:44 --> 00:44:48:	just address that most people would put on whatever infrastructure
00:44:48 --> 00:44:52:	project they already had in the pipeline, and then hand
00:44:52 --> 00:44:55:	it back right to the government saying here it is.
00:44:55 --> 00:44:58:	I think what we're really looking for is a is
00:44:58 --> 00:45:01:	a set of approaches to infrastructure that start with.
00:45:02 --> 00:45:06:	Problems and communities that people want to solve and and
00:45:06 --> 00:45:10:	aspirations in communities that people you know that people have
00:45:10 --> 00:45:13:	and want to realize and then build up not just
00:45:13 --> 00:45:16:	a single project but a whole set of activities like
00:45:16 --> 00:45:19:	the kind of on describe that serve you know that
00:45:19 --> 00:45:23:	build the social capacity of communities that address people at
00:45:24 --> 00:45:27:	different times of their life and at different times of
00:45:27 --> 00:45:31:	day and that actually solve real problems that people have.
00:45:31 --> 00:45:33:	And it's more complicated.
00:45:33 --> 00:45:37:	It's more messy. It involves doing something that's almost unnatural
00:45:37 --> 00:45:41:	for government, which is to cooperate across. You know departments
00:45:41 --> 00:45:45:	and maybe across levels of government, but that's what the
00:45:45 --> 00:45:48:	times call for. And that's what that's what a lot
00:45:48 --> 00:45:51:	of us are trying to do. Paul and I are
00:45:51 --> 00:45:56:	part of something called the Community's First Infrastructure Alliance. More
00:45:56 --> 00:45:59:	than 60 organizations that have banded together to try to
00:45:59 --> 00:46:03:	help states, localities, MPO transit agencies, and.
00:46:03 --> 00:46:07:	Communities to come together to address problems and build projects
00:46:07 --> 00:46:11:	from the ground up that begin with, you know that

00:46:11 --> 00:46:15:	collaboration and that problem solving mentality and that probably engage
00:46:15 --> 00:46:19:	a lot of different types of infrastructure and a lot
00:46:19 --> 00:46:21:	of different types of agencies.
00:46:22 --> 00:46:25:	Appreciate it Ivonne curious as to your thoughts on this.
00:46:26 --> 00:46:28:	Yeah, so I have a few thoughts to add on
00:46:28 --> 00:46:32:	to that this is really about building an ecosystem so
00:46:32 --> 00:46:35:	infrastructure to me is an Ebola and in order to
00:46:35 --> 00:46:38:	make this work it cannot be just delivered by one
00:46:38 --> 00:46:42:	particular entity like. In other words, it has to involve
00:46:42 --> 00:46:46:	the public sector. It has to involve the local businesses
00:46:46 --> 00:46:48:	it has to use that as a way to create
00:46:48 --> 00:46:52:	the new economy. So for example the missing piece that
00:46:52 --> 00:46:55:	we're talking about, which is the common theme, is the
00:46:55 --> 00:46:56:	first and last mile.
00:46:57 --> 00:47:00:	Many of the residents they were very frank and say,
00:47:00 --> 00:47:03:	well, the reason why I feel I still need to
00:47:03 --> 00:47:05:	own a car is because I need to drive to
00:47:05 --> 00:47:08:	the train station. It's really as simple as that but
00:47:08 --> 00:47:12:	also at the same time there are entrepreneurs that is
00:47:12 --> 00:47:16:	providing escooter. For example, there's a company recently have the
00:47:16 --> 00:47:20:	partnership with our transit agencies and looking at piloting and
00:47:20 --> 00:47:23:	using the E scooter to do two things, it's not
00:47:23 --> 00:47:26:	just the first and last mile but it also have
00:47:26 --> 00:47:27:	a geofencing technology.
00:47:27 --> 00:47:31:	And using that to shed the light on attracting the
00:47:31 --> 00:47:34:	telecommunication coming in to do the 5G and also at
00:47:34 --> 00:47:38:	the same time using that to build the local capacity.
00:47:38 --> 00:47:41:	Because what we observe within the city region is because
00:47:41 --> 00:47:43:	we've been growing so quickly.
00:47:45 --> 00:47:50:	More change within neighborhood. People don't really get a chance
00:47:50 --> 00:47:53:	to know each other and I think now is the
00:47:53 --> 00:47:57:	time to use the digital infrastructure as Harriet was talking
00:47:58 --> 00:48:01:	about to really build that local capacity. So one of
00:48:01 --> 00:48:06:	the programs that our transit agency has established is called
00:48:06 --> 00:48:10:	the Community Benefits program and using that to work with
00:48:10 --> 00:48:15:	the local nonprofit organization. And right now the focus is
00:48:15 --> 00:48:16:	on creating.
00:48:16 --> 00:48:20:	Local jobs, but I think there's opportunity for that for
00:48:20 --> 00:48:24:	a version too, which is really based on. Broaden that.

00:48:24 --> 00:48:28:	The meaning of benefits like some of those is not
00:48:28 --> 00:48:32:	just creating local jobs, some of those is really about
00:48:32 --> 00:48:37:	demonstrating the tangible benefits it could be related to us
00:48:37 --> 00:48:40:	and culture, or it could be about public realm. It
00:48:41 --> 00:48:45:	could be any of the improvement that the developer want
00:48:45 --> 00:48:46:	to show to the local.
00:48:46 --> 00:48:50:	Community to avoid Nimbyism. I think. I think that's important
00:48:50 --> 00:48:54:	to show people that by doing this new development, adding
00:48:54 --> 00:48:58:	new density within this neighborhood is a way of benefiting
00:48:58 --> 00:49:02:	the new the existing neighborhood that is within walking distance.
00:49:02 --> 00:49:05:	I think I think that's a very important mechanism.
00:49:06 --> 00:49:09:	That's great, I'm gonna ask one more question now, and
00:49:09 --> 00:49:12:	I've got plenty in case there's a little dead time.
00:49:12 --> 00:49:15:	But as I mentioned in the chat, if anyone wants
00:49:15 --> 00:49:17:	to get in line, so to speak, there's an ability
00:49:17 --> 00:49:20:	to raise your hand in zoom. Or just put something
00:49:20 --> 00:49:23:	in chat and then we'll go ahead and order. But
00:49:23 --> 00:49:25:	I wanted to sort of follow up on what you
00:49:25 --> 00:49:28:	had, said Yvonne, and then we'll get to to Rowan
00:49:28 --> 00:49:31:	here. The first and last mile. You know we talked
00:49:31 --> 00:49:34:	so much, especially transit transportation in terms of the Center
00:49:34 --> 00:49:36:	City corps in Toronto and those near.
00:49:36 --> 00:49:40:	And suburbs, which are, you know, often dense urban cores
00:49:40 --> 00:49:43:	onto themselves in many ways. How do you and inherit
00:49:43 --> 00:49:46:	curious, you know, with you as a fellow Texan here
00:49:46 --> 00:49:48:	you know what are your thoughts in terms of how
00:49:49 --> 00:49:52:	we look at the suburbs, right? Yeah, that chicken and
00:49:52 --> 00:49:55:	egg problem of the build the infrastructure? Or do you
00:49:55 --> 00:49:58:	build the land use? You know what comes first? How
00:49:58 --> 00:50:01:	do we look at that differently within a lower density,
00:50:01 --> 00:50:05:	more auto oriented environment where we're trying to create these
00:50:05 --> 00:50:08:	mobility hubs or build upon opportunities to do so?
00:50:08 --> 00:50:10:	Either one of you if you want to jump in
00:50:10 --> 00:50:12:	just sort of curious as to your thoughts. How do
00:50:12 --> 00:50:15:	we treat the suburban areas? There's such a vast majority
00:50:15 --> 00:50:16:	of the land use that we see.
00:50:19 --> 00:50:20:	Evan, do you want to start?
00:50:21 --> 00:50:23:	Sure, yeah I can. I can start so one of
00:50:23 --> 00:50:26:	the common theme we heard. Again, this is from the
00:50:26 --> 00:50:30:	non planner. We start with public health. We start with

00:50:30 --> 00:50:33:	the school board and they say traffic problem is a
00:50:33 --> 00:50:36:	big problem. If you guys can find a solution to
00:50:36 --> 00:50:39:	that then can be scalable. So what they have tried
00:50:40 --> 00:50:42:	to do is a model called a walk to rock
00:50:42 --> 00:50:45:	and roll. It's a walk and roll program so it's
00:50:45 --> 00:50:48:	a walking to school program cycling to school.
00:50:48 --> 00:50:51:	Program, but in order for that to work, your child
00:50:51 --> 00:50:55:	friendly walking and cycling infrastructure has to be in place
00:50:56 --> 00:50:59:	early on from a network perspective, and I think that
00:50:59 --> 00:51:04:	need tremendous leadership. Funding is not significant, but it's really
00:51:04 --> 00:51:08:	about tremendous leadership to get that in. So going back
00:51:08 --> 00:51:10:	to the chicken and an egg, I see the next
00:51:10 --> 00:51:15:	generation of booking infrastructure. Is that similar to you? Won't
00:51:15 --> 00:51:18:	be able to do any development until you have water.
00:51:18 --> 00:51:22:	And waste water. You won't be able to, you know,
00:51:22 --> 00:51:26:	grow a community, or improve existing community. If you don't
00:51:26 --> 00:51:32:	have this active mobility infrastructure, it's important as that, yeah.
00:51:32 --> 00:51:33:	So.
00:51:33 --> 00:51:35:	That's great, go ahead area.
00:51:35 --> 00:51:38:	We're, you know we're still in the pandemic and and
00:51:39 --> 00:51:42:	it's not clear what you know what and how many
00:51:42 --> 00:51:45:	people are going to be returning to work, but it
00:51:45 --> 00:51:49:	has made it. You know, even more clear how nice
00:51:49 --> 00:51:52:	it is. You know now that we have enough, you
00:51:52 --> 00:51:56:	know an office buildings worth of workers in every residential
00:51:56 --> 00:52:00:	neighborhood. How nice it is to be able to walk
00:52:00 --> 00:52:02:	to get a cup of coffee, right walk?
00:52:03 --> 00:52:05:	To get a gallon of milk, you know have some
00:52:05 --> 00:52:09:	of that convenience and walking distance. So I think that
00:52:09 --> 00:52:13:	there's you know, maybe more opportunity for a little bit
00:52:13 --> 00:52:16:	of urbanization of the suburbs and for and for many
00:52:16 --> 00:52:20:	in many jurisdictions. I live in the Washington region. You
00:52:20 --> 00:52:24:	know that urbanization has been happening apace. You know, for
00:52:24 --> 00:52:28:	for quite a while, and actually, the last Great Recession
00:52:28 --> 00:52:31:	was a big spur, to that, you know, one of
00:52:31 --> 00:52:33:	the things that we found in.
00:52:33 --> 00:52:37:	In our region was that the inner ring jurisdictions shed
00:52:37 --> 00:52:41:	hundreds and hundreds of automobiles. During the

	recession, people dialed
00:52:41 --> 00:52:46:	down their transportation costs because they could, and these options
00:52:46 --> 00:52:50:	were available and and there was very little bankruptcy or
00:52:50 --> 00:52:54:	foreclosure and property values dipped, but they didn't comment and
00:52:54 --> 00:52:58:	that in the same jobs and heart housing market that
00:52:58 --> 00:53:01:	our region is, that was really an anomaly. The outer
00:53:01 --> 00:53:03:	of the middle and the outer.
00:53:03 --> 00:53:08:	Ring Suburbs had relative catastrophes, and so they started looking
00:53:09 --> 00:53:13:	at adding transit and building in a transit oriented pattern
00:53:13 --> 00:53:18:	even in places where they didn't yet have the transit
00:53:18 --> 00:53:22:	in order to serve future transit. So I think you
00:53:22 --> 00:53:26:	know, I think the idea of some walkable convenience is
00:53:26 --> 00:53:31:	that is increasingly appealing in the suburbs, and because poverty
00:53:31 --> 00:53:33:	has also suburbanized.
00:53:33 --> 00:53:36:	You know some of the other issues around the need
00:53:36 --> 00:53:41:	for transportation options. The need to actually provide affordable housing.
00:53:41 --> 00:53:45:	Those are also practices that suburbs were able to pretty
00:53:45 --> 00:53:48:	much avoid. You know two decades ago, but now are
00:53:48 --> 00:53:51:	really having to grapple with, so I think there's a
00:53:52 --> 00:53:55:	lot more in common. The urban and and the suburban
00:53:55 --> 00:53:55:	these days.
00:53:57 --> 00:54:01:	A couple of points to what Harry was talking about.
00:54:01 --> 00:54:05:	The suburban contest definitely is transforming what we see within
00:54:05 --> 00:54:09:	the Greater Toronto area. Housing affordability is a big issue,
00:54:09 --> 00:54:13:	but also the aging population. People do not want to
00:54:13 --> 00:54:16:	age in place, they want to age in neighborhood. So
00:54:16 --> 00:54:20:	that means even the single detached Wellings is very common
00:54:21 --> 00:54:25:	and many cities is now going through their statutory planning
00:54:25 --> 00:54:27:	approvals to make that into as of right.
00:54:28 --> 00:54:32:	So meaning to have multiple household living within one single
00:54:32 --> 00:54:36:	detached housing, so I think that's becoming very common, so
00:54:36 --> 00:54:40:	if that is gone going on moving forward a couple
00:54:40 --> 00:54:43:	with people is working in a hybrid model. So that
00:54:43 --> 00:54:48:	means these are walking and cycling infrastructure like even in

00:54:48 --> 00:54:52:	the suburban area that is going through the transformation is
00:54:52 --> 00:54:56:	absolutely important. So that means I think all the cities
00:54:56 --> 00:54:57:	should go back.
00:54:58 --> 00:55:01:	Work with their public health and looking at what are
00:55:01 --> 00:55:04:	the streets that you don't have a sidewalk? Or maybe
00:55:04 --> 00:55:07:	only have sidewalk on one side? What are the street
00:55:07 --> 00:55:10:	that you don't have the connectivity to schools and very
00:55:10 --> 00:55:12:	quickly doing the retrofit? Yeah.
00:55:13 --> 00:55:16:	Excellent Rowan, appreciate your patience.
00:55:17 --> 00:55:19:	No, that's OK when you have two fine speakers like
00:55:19 --> 00:55:22:	this, you have a lot to say. It's always good
00:55:22 --> 00:55:25:	to listen. So thanks and hello to everyone. I just
00:55:25 --> 00:55:27:	wanted to go back to your original question about the
00:55:28 --> 00:55:29:	definition of infrastructure.
00:55:31 --> 00:55:33:	So I think one of the things I would think
00:55:33 --> 00:55:38:	is is infrastructure is absolutely dynamic, right? And it changes
00:55:38 --> 00:55:41:	and it has been changing. And actually we're very fortunate
00:55:41 --> 00:55:44:	in that we have in our lifetime seen a whole
00:55:44 --> 00:55:45:	new category of.
00:55:45 --> 00:55:46:	Infrastructure created.
00:55:47 --> 00:55:50:	So the definition that I tend to work with is
00:55:50 --> 00:55:53:	infrastructure. Are the systems that are needed to allow us
00:55:53 --> 00:55:56:	to exist in the environments in which we choose to
00:55:56 --> 00:56:00:	live, and there are basically 3 environments that we experience.
00:56:00 --> 00:56:03:	We experience the built environment, so that's the houses we
00:56:03 --> 00:56:06:	live in, the roads we drive on, the offices, we
00:56:06 --> 00:56:09:	go to the shopping center as the schools, everything. There's
00:56:09 --> 00:56:12:	also the natural environment which is the parks and the
00:56:13 --> 00:56:16:	wilderness and the farmland and all that sort of stuff.
00:56:16 --> 00:56:18:	And then we've created a third one.
00:56:18 --> 00:56:21:	In our lifetimes, which is the digital environment right which
00:56:21 --> 00:56:22:	is not actually?
00:56:22 --> 00:56:23:	Physically present anymore.
00:56:26 --> 00:56:29:	So you know the things that we're hearing and we're
00:56:29 --> 00:56:32:	talking about today and really, TOTD, you know what we're
00:56:33 --> 00:56:37:	actually talking about. Here is the overlap between those environments,
00:56:37 --> 00:56:41:	right? What we're actually hearing about is, you know what
00:56:41 --> 00:56:45:	we're actually talking about is how people develop those systems.

00:56:46 --> 00:56:50:	To actually live their lives through those different environments, how
00:56:50 --> 00:56:53:	do we get broadband to people's homes so that they
00:56:53 --> 00:56:57:	can work from home? How do we create transit systems
00:56:57 --> 00:57:01:	that people can move efficiently between places? And we're always
00:57:01 --> 00:57:05:	looking to optimize this, right? We're maximum output for lease
00:57:05 --> 00:57:08:	cost input, so I mean, that's just sort of my
00:57:08 --> 00:57:11:	perspective on it, and certainly I would agree with Avon.
00:57:11 --> 00:57:14:	I'm also in Toronto and so that shift from sort
00:57:14 --> 00:57:16:	of suburban to urban.
00:57:16 --> 00:57:19:	Is it's a difficult one? It's one that we we
00:57:19 --> 00:57:22:	made a choice in North America well over 50 years
00:57:22 --> 00:57:25:	ago that we were going to be car centered. Sort
00:57:25 --> 00:57:29:	of cities. That's you know one of the greatest infrastructure
00:57:29 --> 00:57:33:	investments of all time was the US Interstate roadway system.
00:57:33 --> 00:57:36:	You know, it's a marvel when you look at it
00:57:36 --> 00:57:39:	in terms of what it was built and how quickly
00:57:39 --> 00:57:41:	it was built. But it also meant that we tied
00:57:41 --> 00:57:43:	our future to the car.
00:57:44 --> 00:57:47:	Unwinding that now and transforming our cities and our neighborhoods,
00:57:47 --> 00:57:50:	and even our way of approaching life is is a
00:57:50 --> 00:57:53:	difficult and and transformative one for a lot of communities.
00:57:54 --> 00:57:56:	And they're all going about it in different ways.
00:57:58 --> 00:58:01:	Really appreciate that Rowan, thank you and and as folks
00:58:01 --> 00:58:03:	are called on and I'll get to you Fabiola, in
00:58:03 --> 00:58:06:	a second if you could introduce yourself just you know
00:58:07 --> 00:58:10:	5 seconds right where you're from and filiation just so
00:58:10 --> 00:58:13:	we have a little context that would be tremendous. And
00:58:13 --> 00:58:14:	Fabiola you are up.
00:58:16 --> 00:58:16:	Hi.
00:58:18 --> 00:58:21:	We lower my hand so my name is Cheryl Arkinson.
00:58:21 --> 00:58:25:	I actually work for you a lot. I don't miss
00:58:25 --> 00:58:28:	this events that pull organizes because I think I'm a
00:58:29 --> 00:58:33:	systemic thinker and I think infrastructure is one of the
00:58:33 --> 00:58:37:	best examples of how systems are nested. My question is
00:58:37 --> 00:58:41:	a little more specific, so I live in Montgomery County.
00:58:41 --> 00:58:45:	I'm part of the Committee for Pedestrian and Bike and
00:58:45 --> 00:58:48:	Transit Safety and what's really interesting.
00:58:48 --> 00:58:51:	As a volunteer is, you know there's a lot of

00:58:51 --> 00:58:54:	plants and a lot of really big thinking about how
00:58:54 --> 00:58:56:	to do this, but I always go back to the
00:58:56 --> 00:58:59:	simple question. My kids cannot ride a bike to get
00:58:59 --> 00:59:02:	to school, so if we don't have the way for
00:59:02 --> 00:59:05:	a cultural shift of what it is that all this
00:59:05 --> 00:59:08:	micro mobility can allow for us to connect and get,
00:59:08 --> 00:59:11:	you know, live without a car, our experiences start as
00:59:12 --> 00:59:15:	a culture, so some of your great examples have to
00:59:15 --> 00:59:18:	do with the Netherlands, and I've spent some time in
00:59:18 --> 00:59:19:	the Netherlands.
00:59:19 --> 00:59:22:	And for me, it's really interesting is it's part of
00:59:22 --> 00:59:25:	their culture, right? It is some. It is their first
00:59:25 --> 00:59:28:	choice. So in the United States you know. Yes, as
00:59:28 --> 00:59:31:	as Ron mentioned, you know we are car centric or
00:59:31 --> 00:59:34:	mostly in most continent and I should be saying that
00:59:34 --> 00:59:37:	I'm from Mexico, so that is a different kind of
00:59:37 --> 00:59:40:	perspective. But I also could not bike to school. So
00:59:40 --> 00:59:42:	my question is, is there data or is there any
00:59:42 --> 00:59:46:	of the approaches that you're you're seeing in your organizations
00:59:46 --> 00:59:49:	and in your cities about how do you connect?
00:59:49 --> 00:59:52:	How do you do that cultural shift? And if do
00:59:52 --> 00:59:55:	we know how many schools around you know the United
00:59:55 --> 00:59:58:	States, or in Canada the percentage of kids that can
00:59:58 --> 01:00:01:	actually walk or bike to school? And of course, I
01:00:01 --> 01:00:05:	understand that there's an equity implication here to my question,
01:00:05 --> 01:00:08:	but but I'm just curious because I think a lot
01:00:08 --> 01:00:11:	of it is. Yes, you can create that experience. You
01:00:11 --> 01:00:15:	can create those places and people will experience it, but
01:00:15 --> 01:00:18:	people do not demand it or the market will not
01:00:18 --> 01:00:19:	necessarily go there.
01:00:19 --> 01:00:23:	If you don't have early on experiences, it is to
01:00:23 --> 01:00:26:	use micro mobility. Your body or scooter.
01:00:28 --> 01:00:31:	Harriet or Ivan to do either of you know of
01:00:31 --> 01:00:33:	any such data that might be out out there or
01:00:33 --> 01:00:33:	polling.
01:00:34 --> 01:00:37:	Can share the Canadian data so through our research we
01:00:38 --> 01:00:41:	started shed light that free over 4 so it's actually
01:00:41 --> 01:00:44:	75 percent. 75% of the kids. They do not walk
01:00:44 --> 01:00:47:	or bike to school. That's the problem. So we use
01:00:47 --> 01:00:49:	that to say we need to make the shift in
01:00:49 --> 01:00:53:	planning. So right now our school board planning their district

01:00:53 --> 01:00:57:	boundary is different than the walkable neighborhood.
01:00:58 --> 01:01:02:	So that's the one disconnect. Another disconnect is culture and
01:01:02 --> 01:01:06:	you're absolutely right. We need to find opportunity to teach
01:01:06 --> 01:01:09:	the kids how to ride a bike from day one.
01:01:09 --> 01:01:11:	So meaning having the open St.
01:01:12 --> 01:01:16:	Those are events during the weekend. Looking at how other
01:01:16 --> 01:01:20:	cities, for example in Japan is very common, that they
01:01:20 --> 01:01:24:	would actually have this program intentionally teaching kids early on
01:01:24 --> 01:01:27:	how to ride a bike just like adults would need
01:01:27 --> 01:01:31:	to go through the courses to get a driving license.
01:01:32 --> 01:01:35:	What we see emerging within the GTA is the shift
01:01:35 --> 01:01:38:	of economy. So the tech company they come with the
01:01:39 --> 01:01:43:	requirement that they want to have high quality outdoor amenity
01:01:43 --> 01:01:48:	including trails including sports facilities and they are picking on
01:01:48 --> 01:01:51:	cities that is able to have the talent pool. But
01:01:51 --> 01:01:55:	in other words they are looking for cities that has
01:01:55 --> 01:02:00:	contributed and showing the leadership to having these high quality
01:02:00 --> 01:02:01:	walking and cycling.
01:02:01 --> 01:02:06:	And trail impulse infrastructure from day one. So I think
01:02:06 --> 01:02:10:	it's a combination of those three factors. But you're right,
01:02:10 --> 01:02:13:	the data at the moment is alarming.
01:02:13 --> 01:02:17:	And I think if we have not learning from from
01:02:17 --> 01:02:20:	COVID, it would be very unfortunate and we hope that
01:02:21 --> 01:02:24:	other than you know, working from home this will be
01:02:24 --> 01:02:28:	another key matters that would need to build that momentum
01:02:28 --> 01:02:30:	to make that shift.
01:02:33 --> 01:02:35:	You know we're in the same region.
01:02:37 --> 01:02:37:	See how I?
01:02:39 --> 01:02:40:	Fabiola
01:02:41 --> 01:02:44:	and you know, you probably know this about DC. Second
01:02:44 --> 01:02:48:	graders have a bicycle course, right? So they are taught
01:02:48 --> 01:02:51:	how to ride bikes and about bike safety, and about
01:02:51 --> 01:02:54:	the kinds of trips that they can take. And they
01:02:54 --> 01:02:57:	routinely testify in the district for the Council about, you
01:02:57 --> 01:03:00:	know how important it is to have bike safety, but
01:03:00 --> 01:03:04:	you mentioned the Netherlands on and I always take a
01:03:04 --> 01:03:06:	lot of comfort in knowing that you know.
01:03:06 --> 01:03:07:	The.

01:03:07 --> 01:03:10:	The Dutch were not always the cycling maniacs that they
01:03:10 --> 01:03:11:	are now.
01:03:11 --> 01:03:14:	You know that really it was in the 1970s that
01:03:14 --> 01:03:18:	they kind of turned away from automobility and in reaction
01:03:18 --> 01:03:21:	to how much cars had taken over the streets and
01:03:21 --> 01:03:25:	the you know, and and and and pollution and crowding
01:03:25 --> 01:03:28:	and parking on sidewalks and things like that. So I
01:03:29 --> 01:03:30:	would just say that.
01:03:32 --> 01:03:33:	It it.
01:03:33 --> 01:03:36:	You know the other. The other side of this is
01:03:36 --> 01:03:39:	that a lot of us on the call, you know,
01:03:39 --> 01:03:42:	walk to school. When we were kids, right? And so
01:03:42 --> 01:03:44:	what's changed is not just.
01:03:45 --> 01:03:48:	You know that maybe there are a lot more heavy
01:03:48 --> 01:03:51:	SUV's, but how people parent this part of what's changed,
01:03:51 --> 01:03:55:	right? That it's that what we would now consider. We
01:03:55 --> 01:03:58:	consider it parental neglect. Was Muhammad of us grew up
01:03:58 --> 01:04:01:	like you know your parent. You saw your parents when
01:04:01 --> 01:04:04:	you left in the morning, and especially in the summer
01:04:04 --> 01:04:08:	you didn't come back until sunset, right? And and and
01:04:08 --> 01:04:10:	you know, we were kind of on your.
01:04:10 --> 01:04:10:	Own and that.
01:04:10 --> 01:04:13:	Would that would just doesn't happen today, so it's it's
01:04:13 --> 01:04:15:	a lot of factors which doesn't help answer your question.
01:04:16 --> 01:04:20:	But you know, land use convenient make making short trips
01:04:20 --> 01:04:24:	convenient and and talking about equity. Almost 40% of the
01:04:24 --> 01:04:28:	households in our city don't have access to cars, so
01:04:28 --> 01:04:31:	we're constantly saying how is it fair that all the
01:04:31 --> 01:04:34:	public right of way goes to cars? We need protected
01:04:35 --> 01:04:38:	bike lanes. We need protective pedestrian ways we need. We
01:04:38 --> 01:04:43:	don't just need lower speed limits because they're not effective.
01:04:43 --> 01:04:46:	We need infrastructure that sends the signal.
01:04:46 --> 01:04:49:	To to drive slowly so it's a it's a process,
01:04:49 --> 01:04:52:	but I think that you know your advocacy is really
01:04:52 --> 01:04:55:	appreciated and we all need to be advocates you know
01:04:55 --> 01:04:58:	for for these changes in our communities.
01:04:59 --> 01:05:01:	Yeah, and and and that actually I'm gonna ohh go
01:05:01 --> 01:05:02:	ahead Fabiola.
01:05:02 --> 01:05:04:	No, it's just gonna say I think your your point.
01:05:04 --> 01:05:07:	Harriet about parenting is really, really important. It is a
01:05:08 --> 01:05:10:	cultural thing. I think other countries in the world don't

01:05:11 --> 01:05:13:	feel that the streets or the city is always a
01:05:13 --> 01:05:16:	dangerous place. And there's statistics that support that that we
01:05:16 --> 01:05:19:	are not living in a much more dangerous time. You
01:05:19 --> 01:05:22:	know, notwithstanding what's happening with gun control in the United
01:05:22 --> 01:05:25:	States but just you walking out to your neighborhood park,
01:05:26 --> 01:05:28:	there's just really not the statistics to support the fact
01:05:29 --> 01:05:30:	that we can't do that.
01:05:30 --> 01:05:34:	So the experience that most kids have of infrastructure has
01:05:34 --> 01:05:37:	really been kind of mediated by that way of parenting
01:05:37 --> 01:05:37:	so.
01:05:38 --> 01:05:40:	And I'd also like to buy, you know, Harry. You
01:05:40 --> 01:05:43:	had mentioned that the need for the provision of the
01:05:43 --> 01:05:46:	infrastructure itself, not to mention the signaling and all. And
01:05:46 --> 01:05:49:	Fabiola you had mentioned the Netherlands, and I think this
01:05:49 --> 01:05:51:	is a very good time to remind people that Amsterdam
01:05:51 --> 01:05:54:	wasn't always Amsterdam. And what do I mean by that
01:05:54 --> 01:05:57:	right? There's this great picture. Many of you might have
01:05:57 --> 01:05:59:	seen it where you know there was a period where
01:05:59 --> 01:06:01:	Amsterdam had been auto centric.
01:06:01 --> 01:06:05:	And there's this public square or whatnot, and it's basically
01:06:05 --> 01:06:07:	a parking lot and it looks anything but what you
01:06:07 --> 01:06:11:	imagine as this pedestrian bicycling Wonderland that it is today.
01:06:11 --> 01:06:13:	And that's a reminder of two things. One, we have
01:06:13 --> 01:06:17:	to make intentional decisions. You know, they made an intentional
01:06:17 --> 01:06:20:	decision to steer away from that which has brought them
01:06:20 --> 01:06:22:	to a different present now. But it was a different
01:06:23 --> 01:06:26:	future when they made that decision, and secondly reminds me
01:06:26 --> 01:06:29:	of the self fulfilling prophecies we create. You know, I'm
01:06:29 --> 01:06:31:	in Dallas, no one walks in Dallas. No one's ever
01:06:31 --> 01:06:32:	going to bike.
01:06:32 --> 01:06:35:	And part of the reason why is in many ways
01:06:35 --> 01:06:38:	we make it almost aggressively impossible to do so, so
01:06:38 --> 01:06:41:	it's that self fulfilling prophecy of if you don't create
01:06:41 --> 01:06:44:	the infrastructure or the options. Of course, no one's going
01:06:44 --> 01:06:47:	to use it, and then it's very easy to come
01:06:47 --> 01:06:49:	back and say well no one bites or no one
01:06:49 --> 01:06:52:	walks and we have to make these intentional decisions and
01:06:52 --> 01:06:55:	it relates as we have discussed before, to breaking down

01:06:55 --> 01:06:58:	those silos of land use of housing policy, and certainly
01:06:59 --> 01:07:03:	both transportation and infrastructure funding and how we actually build
01:07:03 --> 01:07:03:	that.
01:07:03 --> 01:07:06:	And you would also mention we've heard it a couple
01:07:06 --> 01:07:09:	times. COVID, I think we'd be remiss to not discuss,
01:07:09 --> 01:07:12:	you know, how has this changed our perception of how
01:07:12 --> 01:07:16:	and what you know. Infrastructure and transportation is, whether it's
01:07:16 --> 01:07:19:	commuting patterns, whether it's a more diffuse path or not,
01:07:19 --> 01:07:22:	everyone going from you know your suburban lawns. You know
01:07:22 --> 01:07:26:	I came from Long Island. Everyone went in One Direction
01:07:26 --> 01:07:29:	in the morning, One Direction in the evening. That's a
01:07:29 --> 01:07:32:	bit different in some of the, you know, megalopolises, such
01:07:32 --> 01:07:33:	as the DFW region.
01:07:33 --> 01:07:37:	Because we have many polls, so it's not just everyone
01:07:37 --> 01:07:40:	going to a downtown and back, but curious Yvonne and
01:07:40 --> 01:07:43:	Harriet. And some folks in the audience. How do you
01:07:43 --> 01:07:47:	seal this post? COVID hybrid centric world affecting, you know
01:07:47 --> 01:07:51:	transit because the trips might not be as simple to
01:07:51 --> 01:07:54:	quantify and maybe it even provides more importance to that
01:07:54 --> 01:07:59:	first and last mile because those micro mobility options instead
01:07:59 --> 01:08:01:	of being used to get to work and back might
01:08:01 --> 01:08:03:	be what you used on a Monday.
01:08:03 --> 01:08:06:	Tuesday, Thursday when you don't have to go into the
01:08:06 --> 01:08:09:	office so that you can cut down those local trips.
01:08:09 --> 01:08:11:	What does this post COVID world look for us and
01:08:11 --> 01:08:14:	I'm curious for some audience thoughts on that too.
01:08:14 --> 01:08:17:	Yeah, so I have three thoughts to share. I just
01:08:17 --> 01:08:18:	want to go back to what?
01:08:20 --> 01:08:24:	Our last conversation. All the cities that are struggling in
01:08:24 --> 01:08:28:	terms of public health dollars. So we know that by
01:08:28 --> 01:08:33:	enabling an active living style that could dramatically reduce healthcare
01:08:33 --> 01:08:37:	spending, I think that's huge and really early on. You
01:08:37 --> 01:08:41:	know, putting that from a number of perspective, secondly is
01:08:42 --> 01:08:45:	safety. So there are many meetings with a lot of
01:08:45 --> 01:08:49:	engineers in the room. Nobody's able to make a decision
01:08:49 --> 01:08:50:	about lane reduction.
01:08:51 --> 01:08:54:	But if somebody asks a question if there is a

01:08:54 --> 01:08:58:	danger on the road, do you remove the child or
01:08:58 --> 01:08:59:	you remove the car?
01:09:00 --> 01:09:04:	That is a very powerful way of looking at problem
01:09:04 --> 01:09:09:	solving very differently, and I think this is about time.
01:09:09 --> 01:09:14:	Particularly we are coming out of COVID with these major
01:09:14 --> 01:09:18:	shift is to ask these type of questions. So going
01:09:18 --> 01:09:22:	back to modeling so instead of looking at how many
01:09:22 --> 01:09:26:	hours or how how much congestion will we expect in
01:09:26 --> 01:09:30:	this area. But it's really thinking about.
01:09:30 --> 01:09:34:	The peak hour very differently. So instead of trying to
01:09:34 --> 01:09:38:	design the infrastructure that you don't have congestion during your
01:09:38 --> 01:09:42:	peak hour, but it's the peak period and really expanding
01:09:42 --> 01:09:45:	that peak period, because once we do that, I think
01:09:45 --> 01:09:48:	I my suspicion is more than half of the existing
01:09:48 --> 01:09:52:	other infrastructure we we're going to find those redundant, and
01:09:52 --> 01:09:55:	if we don't retrofit those, those are costing all the
01:09:55 --> 01:10:00:	cities and region within Northern America. Billions and billions of
01:10:00 --> 01:10:00:	dollars.
01:10:02 --> 01:10:05:	I think one of the things that we're saying in
01:10:05 --> 01:10:08:	so many places is that that concentration of office only
01:10:08 --> 01:10:12:	uses or. Let's be honest, office and cultural and government
01:10:12 --> 01:10:16:	uses in the downtown, you know, is really left them
01:10:16 --> 01:10:20:	vulnerable. The east and West parts of our downtown developed
01:10:20 --> 01:10:23:	later, and they're mixed. They have a lot of housing.
01:10:23 --> 01:10:27:	They have a lot of different kinds of offices and
01:10:27 --> 01:10:30:	a lot of flexibility because of the building type to
01:10:30 --> 01:10:32:	switch in between, so I think.
01:10:32 --> 01:10:35:	Uh, that is the that's one of the issues. UM,
01:10:35 --> 01:10:39:	we you know, we really love our cultural institutions, many
01:10:39 --> 01:10:42:	of which are centered in our downtown and they need
01:10:42 --> 01:10:46:	support. You know, the restaurants and the other, the other
01:10:46 --> 01:10:50:	great destinations need support, but we also need more mixed
01:10:50 --> 01:10:53:	uses, and I think a lot of downtowns are having
01:10:53 --> 01:10:57:	this conversation with their cities. Now, depending on the what
01:10:57 --> 01:11:00:	the office rents are, the feasibility of of taking the
01:11:00 --> 01:11:03:	hit to do a conversion to residential.
01:11:03 --> 01:11:06:	And finding the right buildings to do it in because

01:11:06 --> 01:11:10:	some buildings are completely impractical for that conversion and others
01:11:10 --> 01:11:11:	are like not so bad.
01:11:12 --> 01:11:15:	No, I think that's greater than and you know, I'll
01:11:15 --> 01:11:17:	do a comment. And if anyone else I'd love to
01:11:17 --> 01:11:20:	hear from thoughts from some folks in the audience of
01:11:20 --> 01:11:22:	what you are seeing and your cities, your markets through
01:11:22 --> 01:11:25:	your work or just life experience, you know from from
01:11:25 --> 01:11:27:	that perspective, to sort of to sort of get that
01:11:27 --> 01:11:30:	broader perspective. So please do do. Feel free to sort
01:11:30 --> 01:11:32:	of chime in. One thing I can say, and it
01:11:32 --> 01:11:34:	goes back to choices. You know where it's not only
01:11:34 --> 01:11:37:	COVID, we're seeing you know. Certainly here in the states,
01:11:37 --> 01:11:40:	you know gas prices that we've just never seen because
01:11:40 --> 01:11:43:	it's always been such a relatively low barrier here as
01:11:43 --> 01:11:43:	compared to.
01:11:43 --> 01:11:46:	Prices you know in other markets around the world you
01:11:46 --> 01:11:49:	know, and you're now seeing people that are forced to
01:11:49 --> 01:11:52:	make a decision. You know they're saying, well, it's good.
01:11:52 --> 01:11:54:	It's costing me X dollars every day to get to
01:11:54 --> 01:11:57:	or from work and beyond the ability to go hybrid.
01:11:57 --> 01:12:00:	It's forcing people to look at some of these other
01:12:00 --> 01:12:03:	options and and it reminds me I've been either consulting
01:12:03 --> 01:12:06:	or developing sort of walkable communities. You know, going on
01:12:06 --> 01:12:09:	20 years? Well, until about 6-7 years ago I had
01:12:09 --> 01:12:12:	lived on Long Island where we invented the suburb for
01:12:12 --> 01:12:13:	better and certainly for worse.
01:12:13 --> 01:12:16:	And I couldn't walk other than two stores, so I
01:12:16 --> 01:12:19:	was not walking the walk. I moved here to Dallas
01:12:19 --> 01:12:22:	and I specifically chose a location where I could live
01:12:22 --> 01:12:25:	car free and did so for almost two years. But
01:12:25 --> 01:12:28:	a lot of intention went into that. I I specifically
01:12:28 --> 01:12:31:	chose an apartment that was across the street from the
01:12:31 --> 01:12:34:	trolley, which happened to be my commute to work. I
01:12:34 --> 01:12:37:	would walk often, but on your hot days or your
01:12:37 --> 01:12:40:	rainy days, that would be my option and it forced
01:12:40 --> 01:12:42:	me to think in the terms of the types of
01:12:42 --> 01:12:43:	places I was building.
01:12:43 --> 01:12:46:	Because if I lived literally two blocks of these are
01:12:46 --> 01:12:49:	big blocks here, they're not, you know, New York short
01:12:49 --> 01:12:51:	blocks, you know, two blocks further on, a 98 are

01:12:51 --> 01:12:54:	certainly 160 degree day as we might hit this week,
01:12:54 --> 01:12:56:	I don't think I make that three blocks. I say,
01:12:56 --> 01:12:59:	you know what? I'm just going to find it. I'm
01:12:59 --> 01:13:01:	just going to drive. I'm going to get lifting an
01:13:01 --> 01:13:04:	Uber so it really is about these inflection points and
01:13:04 --> 01:13:08:	having those choices available. But then making those choices attractive
01:13:08 --> 01:13:10:	for folks. So I think that's something that's very, very
01:13:10 --> 01:13:11:	important.
01:13:12 --> 01:13:14:	So I don't see anything from the audience right now.
01:13:15 --> 01:13:17:	Do you want you all to jump in? But how
01:13:17 --> 01:13:19:	about something else we see in the future, which is
01:13:19 --> 01:13:22:	going to change a lot, but not as quickly as
01:13:22 --> 01:13:25:	people I think had imagined five years ago, and that's
01:13:25 --> 01:13:28:	the autonomous vehicle revolution, right? I mean, you know you
01:13:28 --> 01:13:31:	have folks that are saying this is going to change
01:13:31 --> 01:13:33:	everything. I'm not going to at least start off by
01:13:33 --> 01:13:36:	taking a side, but whether it's Elon's tunnels and we
01:13:36 --> 01:13:39:	know that there are thoughts on that front or other
01:13:39 --> 01:13:42:	means of ATV vehicles, curious as to your thoughts.
01:13:42 --> 01:13:44:	I will start with you Harriet and go to you,
01:13:44 --> 01:13:47:	Yvonne and again folks in the audience. How do you
01:13:47 --> 01:13:50:	see the autonomous vehicle revolution changing for the better or
01:13:50 --> 01:13:54:	for worse? How we build infrastructure. How we utilize infrastructure
01:13:54 --> 01:13:57:	and the nature of transportation and mobility in general?
01:13:59 --> 01:14:03:	Well, we had this conversation a lot about.
01:14:04 --> 01:14:09:	About electrification and about you, know, autonomous vehicles, I think
01:14:09 --> 01:14:14:	that the the city where everybody finds it easy, convenient
01:14:14 --> 01:14:18:	and inexpensive to take a car trip is not a
01:14:18 --> 01:14:22:	great city. And so I'm a little concerned about that
01:14:22 --> 01:14:27:	there. There have been some studies done. One in particular
01:14:27 --> 01:14:31:	I'm thinking of in the Bay Area where they tried
01:14:31 --> 01:14:34:	to stimulate the trick, taking that.
01:14:34 --> 01:14:37:	People would make if they had an autonomous vehicle by
01:14:38 --> 01:14:42:	basically providing households with a driver, a car and a
01:14:42 --> 01:14:45:	driver. So like the the trip making went at 60%
01:14:45 --> 01:14:48:	right and a lot of people use the car and
01:14:48 --> 01:14:51:	driver to pick up and deliver things and they never
01:14:51 --> 01:14:53:	stepped into the car.

01:14:54 --> 01:14:58:	So I'm a little concerned about about, you know about
01:14:58 --> 01:15:01:	how that is a shiny thing, and you know a
01:15:01 --> 01:15:04:	shiny future object that my people kind of forget about
01:15:05 --> 01:15:09:	the importance of making cities that are livable, walkable, and
01:15:09 --> 01:15:13:	convenient for people who want to, you know, use what
01:15:13 --> 01:15:16:	you know has to be considered the fountain of youth,
01:15:16 --> 01:15:20:	right? Being able to walk and get your daily exercise
01:15:20 --> 01:15:24:	just by living your life, not having to spend hours
01:15:24 --> 01:15:25:	at the gym, but.
01:15:25 --> 01:15:28:	Being able to you know, to walk to meet a
01:15:28 --> 01:15:31:	lot of your daily needs is that it's a great
01:15:31 --> 01:15:34:	way to, you know to stay, you know, to stay
01:15:34 --> 01:15:37:	healthy and and engage in your community. I also don't
01:15:37 --> 01:15:40:	love the city where everybody in it is in a
01:15:40 --> 01:15:44:	vehicle behind a tinted screen and you know, like how
01:15:44 --> 01:15:47:	do you know your neighbors? How do you know if
01:15:47 --> 01:15:50:	you're the lone person out by yourself? How do you?
01:15:50 --> 01:15:53:	How? How are you safe? So I think I think
01:15:53 --> 01:15:56:	it's a technology that is absolutely coming.
01:15:56 --> 01:15:58:	But I think for those of us who care about
01:15:58 --> 01:15:59:	place making, we have to keep our eye on the
01:16:00 --> 01:16:00:	ball.
01:16:01 --> 01:16:03:	Agreed upon your thoughts, and then I'll chime in on
01:16:03 --> 01:16:03:	my own.
01:16:05 --> 01:16:08:	So what we observe is starting to learn from the
01:16:08 --> 01:16:13:	Scandinavian model. So for example, in Helsinki even ten years
01:16:13 --> 01:16:16:	ago, if you have a transit pass that give you
01:16:16 --> 01:16:19:	the token to car share, in other words, the city
01:16:19 --> 01:16:23:	early on, they know it's not possible to build all
01:16:23 --> 01:16:27:	the infrastructure to meet all the trips, so going back
01:16:27 --> 01:16:31:	to the conversation about autonomous vehicle. So there are some
01:16:31 --> 01:16:36:	master planning communities and some of the really progressive.
01:16:36 --> 01:16:40:	On local Transit Authority, they already, you know, been looking
01:16:40 --> 01:16:42:	at it. But is it possible to do it for
01:16:42 --> 01:16:46:	on demand but as a shuttle? And it's not meant
01:16:46 --> 01:16:48:	to use it to have more cars on the road.
01:16:48 --> 01:16:52:	I think from the economic or technical design standpoint this
01:16:52 --> 01:16:57:	can potentially provide a very creative solution. For example,

	can
01:16:57 --> 01:17:01:	you design your transit routes without worrying about some of
01:17:01 --> 01:17:05:	the hot infrastructure? That is very costly. For example, you
01:17:05 --> 01:17:06:	may not need a track.
01:17:06 --> 01:17:09:	But you need to test enable the root is.
01:17:10 --> 01:17:13:	Is it possible to design that to go at a
01:17:13 --> 01:17:17:	different speed like? In other words, it can really filtrate
01:17:17 --> 01:17:21:	to the existing neighborhood where it's very hard for anybody
01:17:21 --> 01:17:25:	to start from scratch. And then lastly, I want to
01:17:25 --> 01:17:29:	share a thought about the future. I think City should
01:17:29 --> 01:17:32:	start thinking about how to address the non work commute
01:17:32 --> 01:17:37:	like. In other words, there's a tremendous opportunity looking at
01:17:37 --> 01:17:40:	the transit system. Can you not create a point of
01:17:40 --> 01:17:41:	destination?
01:17:42 --> 01:17:47:	That provide a collective experience. In other words, create the
01:17:47 --> 01:17:51:	reason that people would use transit not just for commute
01:17:51 --> 01:17:55:	but for other purposes, and I think that in turns
01:17:55 --> 01:17:59:	is important of having these mixed uses. Having a different
01:17:59 --> 01:18:04:	way of living, and also I think equalizing also diversifying
01:18:04 --> 01:18:06:	where urban can happen.
01:18:07 --> 01:18:09:	I think that's great and and I think we'll probably
01:18:09 --> 01:18:12:	have time after I give my thoughts on this subject
01:18:12 --> 01:18:14:	for one more question. So if anyone from the audience
01:18:14 --> 01:18:17:	has something, please do. Otherwise we'll line up one last
01:18:17 --> 01:18:20:	one you know. I think what we're recognizing Harry? You
01:18:20 --> 01:18:23:	really pointed to this. You know, it's it's not the
01:18:23 --> 01:18:26:	driver that's the issue, right? It's the vehicle itself, and
01:18:26 --> 01:18:28:	that's not to say cards are bad, right? Everything has
01:18:28 --> 01:18:31:	its place. It's just sort of overbuild at some point
01:18:31 --> 01:18:33:	or or get skewed as a society. But in terms
01:18:33 --> 01:18:36:	of the vehicle, it's the size and the space that
01:18:36 --> 01:18:36:	it takes up both.
01:18:37 --> 01:18:40:	When it's driving and when you're storing it right for
01:18:40 --> 01:18:43:	parking, it's emissions and right recent studies in terms of
01:18:43 --> 01:18:47:	the rubber emissions just from, it's not just switching to
01:18:47 --> 01:18:50:	electric, that's going to be a panacea, but what I
01:18:50 --> 01:18:52:	see is is maybe a flip side to to what
01:18:52 --> 01:18:56:	you would point to Harriet, which is somewhat dystopian and
01:18:56 --> 01:18:59:	we have a lot of those potential futures out there
01:18:59 --> 01:19:01:	in terms of I see two things I see, one

01:19:01 --> 01:19:05:	autonomous vehicles continuing the shift away from a prior visit,
01:19:05 --> 01:19:07:	private vehicle ownership.
01:19:07 --> 01:19:10:	To subscription models that are based on your use and
01:19:10 --> 01:19:12:	need for use patterns, and you know a consumer is
01:19:12 --> 01:19:15:	going to, then you know pay for what they want
01:19:15 --> 01:19:17:	and can use. Certainly a bulk of us that don't
01:19:17 --> 01:19:20:	just have unlimited funds and and maybe that sort of
01:19:20 --> 01:19:23:	curtail some of those needless trips. But we started with
01:19:23 --> 01:19:26:	the lease right which took some away from the. You're
01:19:26 --> 01:19:28:	basically renting a car for a period of time and
01:19:28 --> 01:19:31:	you see some of these subscription models already, even in
01:19:31 --> 01:19:35:	amenities for some communities that are being built. I think
01:19:35 --> 01:19:37:	the real key here is I think we're going to
01:19:37 --> 01:19:37:	see with.
01:19:37 --> 01:19:41:	AVG Technologies sort of lack a lack of distinguishing between
01:19:41 --> 01:19:45:	public and private transportation, and what do I mean? There
01:19:45 --> 01:19:49:	will always be a need for that high throughput. Basically
01:19:49 --> 01:19:52:	the train or the bus, whether it's bus, rapid transit
01:19:52 --> 01:19:56:	or otherwise, but larger vehicles that can simply take far
01:19:56 --> 01:19:59:	more people from point A to point B. But especially
01:19:59 --> 01:20:02:	in these suburban regions, so many people don't live near
01:20:02 --> 01:20:05:	a point A or a point B. And what I
01:20:05 --> 01:20:08:	think we're going to see is those right of ways.
01:20:08 --> 01:20:10:	Will still be gold, they just may not need tracks
01:20:10 --> 01:20:13:	anymore to your point of one, it might just be
01:20:13 --> 01:20:16:	a lot less expensive. Whether it's the build a new
01:20:16 --> 01:20:18:	route, you still need the right of way, but you
01:20:18 --> 01:20:21:	can take part of a build highway. It might not
01:20:21 --> 01:20:24:	be the perfect scenario and sort of utilize that for
01:20:24 --> 01:20:28:	mass transportation and that public transportation where you're talking about
01:20:28 --> 01:20:31:	that last mile, which could be last three or five
01:20:31 --> 01:20:34:	miles. Even in some suburbs and exurbs where you have,
01:20:34 --> 01:20:36:	maybe you know a 6 to 10 person or even
01:20:36 --> 01:20:38:	a four person more micro mobility.
01:20:38 --> 01:20:40:	Type of A V that picks up people within a
01:20:40 --> 01:20:44:	neighborhood brings them to that sort of 1 common transit
01:20:44 --> 01:20:47:	hub, and then either literally ties together where you don't
01:20:47 --> 01:20:50:	get out of that vehicle, or you walk out and
01:20:50 --> 01:20:52:	you get on to what would be the train today.
01:20:52 --> 01:20:55:	So I do see that there are possibilities where we

01:20:55 --> 01:20:59:	can see decreased emphasis on ownership and also a blending
01:20:59 --> 01:21:02:	of what is public or private, so we'll finish off
01:21:02 --> 01:21:04:	and this is something that's dear to me as a
01:21:04 --> 01:21:07:	developer and we had talked about you, had a slide,
01:21:08 --> 01:21:08:	Yvonne.
01:21:08 --> 01:21:11:	I believe it was you that talked about the timing
01:21:11 --> 01:21:14:	of infrastructure and the timing of development. You know how?
01:21:14 --> 01:21:18:	What role do the real estate developers, the private sector
01:21:18 --> 01:21:20:	play you know as opposed to just sort of waiting
01:21:20 --> 01:21:24:	around or building where existing infrastructure is? How does that
01:21:24 --> 01:21:27:	public and private sector work together that you will I
01:21:27 --> 01:21:30:	we focus so much on what the private sector can
01:21:30 --> 01:21:33:	do? Because there are simply opportunities that might not exist
01:21:33 --> 01:21:36:	in the public sector. And then when we talk about
01:21:36 --> 01:21:39:	the power of P3 and public private partnerships?
01:21:39 --> 01:21:43:	Really expands those opportunities, so would love to hear both
01:21:43 --> 01:21:46:	of y'all's thoughts on how the private sector and the
01:21:46 --> 01:21:49:	development community plays into some of this where we have
01:21:49 --> 01:21:53:	long term plans for infrastructure and those don't certainly go
01:21:53 --> 01:21:57:	by the timelines of your IRR driven development. You know,
01:21:57 --> 01:21:58:	private sector experience?
01:21:59 --> 01:22:02:	So I think I can share from the Toronto greater
01:22:02 --> 01:22:05:	region perspective right now there is a huge need for
01:22:05 --> 01:22:08:	housing, but in order for housing to happen, that means
01:22:08 --> 01:22:09:	cities.
01:22:09 --> 01:22:12:	Are interested to work with developer with the intent to
01:22:12 --> 01:22:12:	build.
01:22:13 --> 01:22:17:	Lay in other words, clearly communicate early on your timeline.
01:22:17 --> 01:22:21:	Is it two years? Is it three years? Is it
01:22:21 --> 01:22:24:	four years? What is the scale trying to reduce as
01:22:24 --> 01:22:28:	much as certainty as possible? I think there are two
01:22:28 --> 01:22:32:	Model 1 model is that I create a condition for
01:22:32 --> 01:22:35:	developer to upsizing the infrastructure.
01:22:36 --> 01:22:40:	And making that as a very straightforward way to make
01:22:40 --> 01:22:43:	it happen. I think that's very important.
01:22:44 --> 01:22:48:	This is a model that has been experimenting in some
01:22:48 --> 01:22:51:	part of the region but hasn't been taking it a

01:22:51 --> 01:22:55:	broad scale and I think now is the opportunity to
01:22:55 --> 01:22:58:	yeah to to to to capture that new new way
01:22:58 --> 01:22:59:	of delivering.
01:23:00 --> 01:23:02:	Excellent any thoughts Harriet?
01:23:04 --> 01:23:05:	I think that.
01:23:06 --> 01:23:10:	But infrastructure and development both have really large timelines and
01:23:10 --> 01:23:12:	long timelines, and I think that.
01:23:14 --> 01:23:17:	You know that in some ways long is good, especially
01:23:17 --> 01:23:21:	if what you're trying to do is get out ahead
01:23:21 --> 01:23:25:	of displacement threats and to do things to try to
01:23:25 --> 01:23:30:	ensure that the promise of coming infrastructure you know doesn't
01:23:30 --> 01:23:34:	raise property values so much that the people that the
01:23:34 --> 01:23:38:	infrastructure is intended to serve can't afford to be there.
01:23:39 --> 01:23:42:	So I know you guys have talked before about the
01:23:42 --> 01:23:44:	11th St Bridge project.
01:23:44 --> 01:23:47:	As an example, that's another local one for us here
01:23:47 --> 01:23:50:	in Washington, but it's you know it's been more than
01:23:50 --> 01:23:53:	10 years with that project has been in development, but
01:23:53 --> 01:23:56:	in the meantime they've spent the same amount as they're
01:23:56 --> 01:24:00:	spending on the infrastructure in Community investment, community development, and
01:24:00 --> 01:24:03:	it, and that long time frame has really been fruitful
01:24:03 --> 01:24:06:	year. So I've started to have a different perspective about
01:24:07 --> 01:24:09:	what you can do with the time that you had
01:24:09 --> 01:24:10:	it, and it's not always bad.
01:24:11 --> 01:24:14:	That's that's great. Really appreciate it. You know, Paul, I
01:24:15 --> 01:24:17:	don't know if you want any closing comments, but I
01:24:17 --> 01:24:20:	just want again. Wanna thank Harriet and Evan and you
01:24:20 --> 01:24:22:	know if we can all give them sort of a
01:24:22 --> 01:24:24:	a virtual or real a round of applause there some
01:24:24 --> 01:24:28:	really great information we could continue this conversation, but we
01:24:28 --> 01:24:31:	are cognizant of the time and want to get everyone
01:24:31 --> 01:24:33:	out. As we promised Paul any closing thoughts on this?
01:24:33 --> 01:24:36:	This has been really fun so very very true. Thanks
01:24:36 --> 01:24:38:	to you all and and you a lot for this
01:24:38 --> 01:24:39:	platform well.
01:24:39 --> 01:24:42:	Thank you for moderating, Brandon. Thank you to Harriet.
01:24:42 --> 01:24:44:	Thank you to Yvonne. So much for speaking. I really
01:24:44 --> 01:24:47:	appreciate it. The questions from the audience and just let
01:24:47 --> 01:24:50:	you know that our next session is going to be

01:24:50 --> 01:24:52:	in August 18th to focus on the this very small
01:24:52 --> 01:24:55:	issue of climate change. And so it's going to be
01:24:55 --> 01:24:57:	a really big conversation. Really, one of your input and
01:24:57 --> 01:25:00:	thank you so much for joining and and see you
01:25:00 --> 01:25:00:	all.
01:25:00 --> 01:25:01:	In a couple months.